

# SEAFARING

THE ORGAN OF THE SEAFARING CLASS.

A WEEKLY NEWSPAPER FOR SEAFARING FOLK AND THEIR FRIENDS.

No. 8.—VOL. 1. [Registered at the General Post Office] SATURDAY, AUG. 25, 1888. [For Transmission Abroad as a Newspaper.] PRICE ONE PENNY.

## AS OTHERS SEE US.

*Morning Advertiser*.—"Ablly and smartly written."

*Lit'rary World*.—"Will be appreciated by all who go down to the sea in ships."

*Gossip*.—"Much valuable information, otherwise unobtainable, is to be found in its pages."

*Glasgow Herald*.—"It is racy of the ocean, full of interesting matter, and has plenty of jollity."

*The Star*.—"What sailors are interested in, and need to know, is culled from all quarters."

*The Evening News*.—"Brightly and pleasantly written, and contains much that is sure to command the interested attention of the general reader."

*The Greenock Telegraph and Clyde Shipping Gazette*.—"The venture is likely to attract the attention of all interested in shipping and prove a success."

*The Glasgow Evening News*.—"The vessel is a goodly one and the cargo includes all sorts of wares likely to recommend themselves to seafaring folk and their friends."

*The Glasgow Bailie*.—"I am glad to join in the chorus of congratulation which the new venture has elicited from metropolitan and other journals of all shades of opinion. Avoiding politics, and repudiating any desire to set class against class, SEAFARING aspires to interpret the 'message of the sea' from the mariner's point of view, while dealing even handed justice to owners, officers, and crews alike. As it seems to me, there is room for such a journal, especially when it is so brightly written, attractively got up, and ably conducted as the one before me."

*The Weekly Budget*.—"Among all the classes into which the British nation is divided there is no one whose interests are of more importance, either to themselves or to the nation, than the seafaring class, including sailors and fishermen. It is somewhat remarkable that in these days this class has hitherto had no special Press organ to express their views and to advocate their special interests. They are to be congratulated that this is no longer the case. A new paper, entitled SEAFARING, has been started, which is in all respects suited to serve their purposes. It is published weekly, on Saturdays, and the few numbers which have appeared give promise of a career of much prosperity and usefulness."

## YARNS.

### XVIII.

#### SHE WAS JEALOUS.

A highly respectable man  
Was young Mr. Timothy Ware,  
Who had been from a boy in the steady  
employ  
Of a trader in Somethingshire-square.  
A Sunday-school teacher was he,  
And he lodged with a lady so prim,  
Who of young Mr. Ware took most  
excellent care  
And his lodgings kept tidy for him.  
But a garment this lady once found  
In his rooms where she entered to  
sweep,  
Which no one but ladies, or traders whose  
trade is  
To deal in such articles keep.  
Most shocked was that lady so prim,  
And her anger burst into a blaze,  
Till all was unravelled by finding he  
travelled  
For a wholesale importer of stays.

### XIX.

#### THE FISHERMAN'S REVENGE.

Tummas—for I never once heard him called anything else—Tummas was a fine specimen of the south-coast fisherman. As with his hands in the vast pockets of his broad, brown trousers he rolled with his mates along the middle of the village street, or stood with a row of others "pursuing his daily avocation," as the ignoramus said, but in reality keeping his weather eye open and waiting for the time to put to sea, all had to admit that he was a notable-looking chap, and did honour to his grizzled and sunburnt confraternity. Tummas was sole owner of the *Star of the Sea*, a fishing smack. Early one morning she was dropping very slowly along Channel, with the nets out astern. Three of the crew were asleep below. The boy was taking forty winks for'ard. Tummas himself, tiller in hand, was blinking at the rising sun, and thinking, half in a dream, how beautiful it all looked. Consequently nobody noticed the great liner which was bearing slowly and surely down upon them, for even on board liners, as fishermen know to their cost, they don't always keep such a very sharp look-out just at that hour of the morning as could be wished. Suddenly Tummas heard the noise of steam. He started round, and saw the great stem looming up not more than ten fathom astern. He hailed frantically; he called up his men, and tried to get out of the way, but the smack had too little weigh on. There was no wind, and in another second—crash! the

great ship stove in the *Star of the Sea*, which began steadily to founder. Up the smack's rigging, and so upon the cable of the aggressor scrambled Tummas's mates. The smack was sinking under his feet as Tummas, who had got into her cross-trees, lifted up the boy, who was otherwise too short to catch at a rope thrown him. And the smack sank bodily, as Tummas himself, with extreme difficulty, swung himself out of danger.

Once on the fore-castle, Tummas, very angry and excited, walked straight to the captain on the quarter-deck.

"D'ye know what ye've been and gane and done? Ye've sunk my craft!" blurted out the fisherman.

"Leave my ship!" said the captain, rather inconsequentially.

"Shan't!" said Tummas, stoutly.

"Leave the quarter-deck then! Go forward, and be damned to you!"

"Shan't!" growled our hero. "I'm a skipper as well as you. I'm right where I be!"

How the matter was compromised at the time, I never exactly knew, for at this point of the yarn Tummas used to growl like a burly thunderstorm. But this I do know, that he and his three men and boy were grudgingly set ashore, quite by chance and hundreds of miles from home, and that many subsequent visits to the "laayer" only resulted in Tummas obtaining a ruinously inadequate indemnity for his nets and boat from the owners.

So small, indeed, was the cheque they sent him that Tummas had to change his way of life for the sake of a livelihood. He took to letting out one or two pleasure boats, wherein he would row the poor semi-sea-sick visitors to the village, a mile along shore, and then back again. It was weary work for him—the bold ex-skipper of the *Star*, till one day a little girl and her nurse asked to be rowed out for an hour or so.

At the end of the voyage the little girl, who was a very pretty blue-eyed, fair-haired child of some eight summers, was graciously pleased to say:

"Thank you very much, Mr. Thomas. You're a very nice man: we'll be sure to come again! I'm not a bit sea-sick!"

Tummas's large soft heart glowed and expanded, and in a very few days he and Miss Elsie—for such was her name—were fast friends. Every morning when the nurse and her charge appeared on the beach, Tummas was sure to be ready to pay his respects, and do all in his rugged power to help or amuse them. He even stooped to build sand-castles by the hour together, and as to his telescope and his boats, they were always at the service

of his little princess, for such, ridiculous as it may sound, she grew to be. The fact was Tummas had been jilted in early youth, and his wound had never properly healed. He was in fact in a state of chronic susceptibility; and in a confused dim sort of way this bright refined little child touched all that was highest and most chivalric within him. But poor Tummas's summer dream was to end with the season.

"Good-bye, dear Mr. Thomas!" said Elsie at last. "Papa's come to fetch me back to London!"

Next morning surprise was added to the forlorn boatman's regret when he saw Elsie being driven to the train in charge of the very captain who had made the *Star of the Sea* to sink.

"Humph, that's her father!" he thought.

Winter came—a stormy one—which smashed some of his boats, and Tummas, as hired hand aboard fishing-smacks, became very poor, wretched, and reckless. He found drink pleasant, and when half seas over was often heard to exclaim, "That he didn't care a dom if nobody liked him!"

One wild night a large ship was sighted, making signals of distress some miles from shore. Tummas was one of the first to man the lifeboat, which put out through a fearful sea to the rescue of the distressed crew. After long rowing, she got alongside, and a crowd of half-dressed passengers—men, women, and children—together with some sailors, were rescued. The lifeboat was well-nigh gunwale under; not a soul more could she hold, when someone said:

"Where's the captain? Where's Captain —?" mentioning a name Tummas knew well.

"I'll find him," said the latter, and he sprang aboard again and disappeared. In a while back he came, carrying the captain, who seemed to be wounded and helpless.

"For the child's sake! For little Elsie's sake!" hoarsely whispered Tummas into the ear of his heavy burden. Then he cried aloud, "Softly, my lads! A spar's fallen and broken his arm! Be careful!" And as the lifeboat rose on a long wave almost on a level with the ship's bulwark, he gave his charge carefully into the strong arms outstretched towards him.

"Come aboard, Tummas!" cried all.

"No, she's heavy enow without me! 'Twouldn't be safe!"

It was only too true. Besides, Tummas was only Tummas, a ruined, pitiful man, whilst they had wives and children, and work in life. So they shoved off, crying, "We'll come back for ye, my hearty; never fear!" But they never needed to come, for ere they had rowed twenty strokes the great ship plunged forward and sank!

THE bonds, to the value of about £10,000, which were stolen in October last from a youth on a staircase in Hatton-court, Thread-needle-street, London, and for which detectives have since been searching, have been discovered. Some of them were sent to a stock-broker in New York, and, the circumstance having been telegraphed to London, further inquiries were made, resulting in the information that they had been sent by J. Casey, Winchester House. A watch was kept on this place, and a letter was delivered to J. Casey there. He was watched, and eventually arrested and charged, on which he confessed, and said the remaining bonds were at his lodgings, where they were found.

## SEAFARING DISASTERS.

*Angers*, British steamer, has gone ashore on Cockburn Reef, Torres Straits, but will probably be got off. Fore hold full of water; 500 tons tea damaged. Balance will probably be saved.—*Ostindia*, Swedish barque, with wood, for Leith, has put into Stockholm, damaged by collision.—*Discovery* (s), lying at anchor at Taganrog, and the *Mosca*, Greek steamer, have been in collision. The *Discovery* has plates bent, four plates cracked and crushed, one frame broken, three poop topside rail and stanchions stove in.—*Domira* (s), Wilson master, reported in last week's SEAFARING, ashore at Hyeen Island, was got afloat after having jettisoned about 200 tons of cargo, and is believed uninjured. Divers found no damage.—*Miliza*, Austrian barque, from Guadeloupe for Marseilles, has arrived at Gibraltar, making two inches of water per hour.—*Breeze*, at Sunderland: The master reports on 14th inst., when 20 miles from St. Abb's Head, which bore W.S.W., had foremast head and maintopmast carried away, sails split, and sundry other damage done by being caught by a sudden squall.—*Ariadne* (s), of and from Barrow, on leaving Ramsden Dock collided with the pier head, and on arrival at Liverpool a leak was discovered in the after-hold and three feet of water in the vessel. Cargo (rails) discharged.—*Attende Mai*, Norwegian barque, from Workington for Rosario with mails, has put into Bahia leaky.—*Latona*, Cardiff for Monte Video, laden with coal, put into the Mersey, having sprung a leak 70 miles W.S.W. of Taskar.—Lloyd's agent at Elsinore telegraphs that the *Maria*, Dutch schooner, from Bandholm for Bordeaux, laden with molasses, foundered at her anchors; crew saved.—Lloyd's agent at Sourabaya telegraphs: *Slamat*, Dutch barque, with sugar, sprang a leak whilst loading at Passaroeang, and will proceed for Sourabaya for repairs.—*Brownrigg*, four-masted ship, previously reported beached near Yarmouth, considered past redemption. Vessel recommended for immediate sale.—Steamship *Lancaster*, previously reported ashore on Owers Shoal, was towed off after lightening, and arrived at Southampton, where she docked.—*New Pactolus*, British barque, guano, has put into Valparaiso making water.—*Sunbeam*, barquentine, of St. John, N.F., in sailing down the Thames, took the ground on Coal House Point, but was towed off.—*Juliana*, Norwegian schooner, from Charlestown for Kallundborg, has foundered near the Scaw, having been in collision.—At the end of last week, after SEAFARING had gone to press, telegrams reached London reporting a collision in the Atlantic between the Danish steamers *Geiser* and *Thingvalla* on the Nova Scotian coast, about 30 miles south of Sable Island, during a fog. Many persons were killed outright by the force of the collision. On both steamers there was a panic. There was such a rush for the lifeboats that the seamen were, as is usual on such occasions, hampered in their work, and in two cases the boats were rendered useless. The *Geiser* went down in a few minutes. The *Thingvalla* arrived badly damaged at Halifax. The number of those lost was 119, while those saved include 14 passengers, 17 of the crew, and four officers, the latter consisting of the captain of the *Geiser*, the second and third mates, named Gorgensen and Petersen respectively, and the doctor Dierks. All these belonged to the *Geiser*, no lives being lost of those belonging to the *Thingvalla*. There were only seven cabin passengers in the *Geiser*, and all of these, who were in bed at the time, were drowned. Captain Moller, of the *Geiser*, states that when he retired on the night of the collision, at 11 o'clock, the night was clear and the sea quite calm, no mist whatever being perceptible at that hour. About half-past three in the morning, as they were off Cape Sable, he was suddenly aroused by the man on watch, and rushing on to the bridge of his vessel he saw indistinctly through the cloudy and rainy atmosphere the starboard side of a vessel, which afterwards turned out to be the *Thingvalla*. In the stillness of the night he distinctly heard three loud whistles warning him of the imminent danger the two vessels were in. He immediately reversed the engines, and he could see that the *Thingvalla* did likewise, but they were going at too great a speed to stop all at once, and with a fearful crash they struck one another, creating wild confusion and panic among their respective passengers. A glance sufficed to show that the *Geiser* had suffered irreparable damage, one of her sides being completely stove in by the shock.

The steamship *Wieland* passed through the floating wreckage about 10 o'clock, by which time the disabled *Thingvalla* had drifted out of sight to the north-east. Captain Albers examined the wreckage, and finally discovered one of the lifeboats of the *Geiser*. A quarter of an hour later the *Wieland* struck a field of oil, supposed to have come from the cargo of the sunken vessel. An hour and a half later a steamer was sighted flying a signal of distress. She proved to be the *Thingvalla*. The transfer of the survivors and of the *Thingvalla*'s passengers was made with difficulty owing to the rolling swell, and the work occupied several hours. The following list of the persons saved from the *Geiser* has been forwarded by Lloyd's:—Cabin passenger: Hilda Lind. Steerage: Johann Alfred Anderson, Christoffer Eliason, Peter Johansen, Paul Paulsen, Anders Wilse, John Tenwuld, Fred L. Hansen, Jans Anderson, Anders Anders, Gustav Petersen, Romerdel, Johann Alquist. Crew: Captain, mate, second and third officers, doctor, Louis Dornonville, Cour Hans Bertelsen, Neils Peter Gabrielsen, Anders Grogson, Fritz Hohn Waldemar, Mulldorf Alex, Wilh. Anderson, Frederik Peter Frederiksen, Hans Christian, Johansen Neils, Peter Neilsen, Carl Johansen, and Johan Albert Ekstrom. The *Thingvalla* was to endeavour to reach Halifax, notwithstanding the serious damage she sustained, but 455 of her passengers went back to New York with the *Wieland*, in case the vessel should not reach her destination in safety. The *Geiser* was an iron screw-steamer of 2,831 gross tons, built at Copenhagen in 1881, and the *Thingvalla*, an iron screw-steamer of 2,524 gross tons, built at Copenhagen in 1874. Both steamers belong to the Thingvalla line, are owned in Copenhagen, and run between that port and New York.—The *Dione*, schooner rigged steam yacht, from Plymouth, put into Castletown, Isle of Man, August 18th, an accident having happened to her machinery off the Calf of Man.—*Pansex*, barque, of Barth, bound to Riga, has returned to Gravesend with loss of bowsprit, jibboom, &c., and fore-castle head started through collision below the Nore with a steamer hailing from Newcastle and bound to Shields. The steamer left some rails on board the barque, but full extent of damage unknown.—*Crete*, British steamer, Skelleftea for Boulogne, broke her shaft near Oland, and has been towed into Copenhagen by the *Sitona*, Swedish steamer, without special agreement.—The *Liberty*, schooner, of Padstow, arrived at Padstow, reports that a barque, name unknown, towed by the *Power* (s), of Plymouth, ran into her port quarter, causing considerable damage, at 8 a.m., August 17th, off Bull Point.—*Riga*, German steamer, Ymuiden for Blyth, has put back to Amsterdam leaky.—German barque, *Matthias*, for Bremen, has put back to Philadelphia with starboard bow stove in, head gear carried away, and with loss of jibboom, having been in collision with a coaster.—*Fergusons*, British steamer, Antwerp for Liban, ballast, and *West Stanley*, British steamer, have been in collision in the Kattegat; both vessels badly damaged. *Fergusons* arrived at Copenhagen 18th, other expected.—*Endrick*, from St. John, N.B., laden with timber, in coming into Queenstown harbour, grounded on Curlew Bank, but came off without sustaining any damage.—The *Drie Zusters*, Kuff, of Langer, from Drammen for Altona, with planed boards was, on Sunday at Arendal waterlogged and dismantled.—The *Maria*, s. of Newcastle-on-Tyne, arrived from Archangel at Bristol, reports: On the 13th inst., between Shetland Islands and Cape Wrath, lost part of deckload by heavy seas, and steamer straining heavily.—*Armidia*, Italian barque, reported to have been condemned at Madeira.—*Aikshar*, barque, of Maryport, arrived at Ringsend, Dublin, August 20th, from Port Pirie, with wheat. The master reports during heavy gales and high sea had two boats stove and deck-house and galley damaged.—Lloyd's agent at Cronstadt telegraphs, August 20th: *Diana*, Swedish ship, got aground off the second battery, but was got off. Agreement 1,500 roubles.—Lloyd's agent at Halifax, N.S., cables: *Liberta*, Norwegian steamer, from New York for Stettin, has gone ashore on White Island, and is a total wreck. Cargo washing ashore. Crew saved.—A collision is reported to have taken place between the *Christiansund*, Danish steamer, and the *Hakon Jarl*, Norwegian mail steamer. The former vessel put into Bergen badly damaged; the latter proceeded.—*Clement* (s), from Ceara, at Liverpool. The master reports: On July 31st fire broke out amongst cotton in middle-cross bunker.



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smoke being too dense to break it out, and overpowering us, closed up all spaces where air could penetrate; made a connection on to winch steampipe and played a jet of steam down direct into bunker; fixed another steam hose in stokehole bulkhead door and played a jet from underneath as well; cut rivets out of deck and kept deck flooded; dense smoke in side bunkers, impossible to go into them; battened them down tight, and kept away for St. Vincent; kept steam and water playing into bunker until we arrived at St. Vincent, August 4th; were placed in quarantine. Tried again to break out the cotton, but heat and smoke too intense, so decided on flooding it; closed doors and sluices, caulked them and tamped them off, plugged bilges, cut main connection from sea, and let water in with it and donkey. Kept stopping up leaks, which we had some difficulty in doing, and put hands alternately, breaking out until smoke was too dense, and then closing and turning steam on. 1.30 p.m. on the 5th caulking burst out of the bulkhead doors, tightened them with wooden wedges, and kept flooding. 3.30 p.m. had fire sufficiently under control to stop below in reliefs with the hose, breaking out the cotton, and about 4.30 p.m. had fire practically out. 6 p.m., fire out; commenced pumping out; one hand watching bunker with hose all night. August 6th. No signs of fire except a little smoulder here and there. Got all the burnt cotton we could on deck. Wetting it. No one being allowed on board, held a survey ourselves. We found no more sign of fire anywhere, and that it was quite safe to proceed. Ordered steam, and left at 2.30 p.m. for Liverpool. All burnt cotton saved for delivery in Liverpool, and fire extinguished without assistance from shore. Expect about 150 bales damaged by fire and water, some being reduced to ashes.—Schooner *Ernest*, of Chester, from Britonferry for Cemaes, with coal, stranded on rocks 100 yards N.W. of Cemaes Pier.—Telegram from Pernambuco states that Norwegian barque *Valkyrien*, from Pernambuco for Mossoro, ashore at Stroque. Reports indicate she was badly damaged.—Particulars have been received of a disaster which occurred near Adelaide on the 15th ult. to *The Star of Greece*, of Belfast, a fine full-rigged ship of 1,227 tons register, and belonging to Mr. John Corry, of Croydon. Soon after the vessel left Adelaide a storm burst upon her, and she drifted upon a reef of rocks. At daylight the position of the ship was seen from the shore, but there were no appliances whatever at hand for saving life, and about seven o'clock the ship parted just abaft the mainmast, and Captain Harrowell and three men who were standing on the poop were washed overboard and were drowned. Several others endeavoured to reach the shore, and the few who succeeded were assisted to land by the on-lookers, and received every attention at their hands. Assistance was sent for to Adelaide, but disgraceful delays occurred before any response was made, and when after the lapse of several hours assistance came to hand it was too late, the vessel having by this time almost gone to pieces, and 17 of the crew, including the captain and second mate, had lost their lives. The other men saved were John Cunmyford (third mate), F. Kearney, E. J. McBurnett, A. Prior, J. Johnson, Carl Claeson, and J. T. Revell. Subscriptions have been opened at Adelaide for the families of the deceased men, and generally responded to.

The British steamer *Warrior* arrived on Wednesday last at Dunkirk, and landed Captain Mahand and Sub-Lieutenant Crooy, of the Belgian Ballooning Company, and also M. Toulet, who left Antwerp on Monday in a balloon. When about 100 miles distant from that city they fell into the sea, and were saved only by the timely assistance of the British steamer. After the accident the balloon, having lost its ballast, ascended, and when last seen was proceeding in the direction of Scotland.—The two following vessels have been posted at Lloyd's as missing, viz.:—*Allemania*, of Hamburg, which sailed from Rio de Janeiro for Port Elizabeth, with coffee, on April 19th last; and the *Ragna*, of Tonsberg, which sailed from Grimsby for Buenos Ayres with coal, on February 16th last.—Lloyd's agent at Zanzibar telegraphs, August 22nd: *Mobile* (s), reported yesterday ashore, got off without assistance.—Lloyd's agent at Cork telegraphs, August 21st: *Alicia*, Spanish steamer, grounded while passing up Cork River, is now discharging into barges, and will probably be towed off next tide.—*Sunlight* (s),

of Liverpool, from Bristol, laden with a general cargo, was in collision with a Liverpool Dock Board hopper; the *Sunlight* has been beached between Egremont and New Brighton; afterpart submerged.—*Lydia*, Russian schooner, from Uleaborg, for Copenhagen, laden with wood, took the ground at Middlegrund, but got off with assistance. Agreement 1,000 kroner.—The *Adela*, English brig, from Martinique for Bordeaux, arrived at Pauillac with the crew of the *Emily*, Norwegian barque, bound from Sheet Harbour for Bordeaux, which vessel had been abandoned at sea.—Lloyd's agent at Calcutta telegraphs, August 21st: *Tyrone* was cut down to the water's edge by collision with the *Simla* (s), belonging to the British India Steam Navigation Company. The *Tyrone* must go into dock for survey and repairs.—Lloyd's agent at Foochow telegraphs, August 21st: *Archos* has put back leaky, and will discharge and dock for repairs.—*Araby Maid*, from Port Pirie, arrived at Queenstown, reports experienced heavy weather May 7th, had wheel carried away, and got other damage about deck, and jettisoned portion of cargo.—Cablegram from San Francisco states: Agent Tahiti reports that on June 18th (? July 19th) French barque *Theodore Ducos*, for Liverpool, was scuttled to extinguish fire, supposed to have originated from the heating of the cargo.—Cablegram from San Francisco states: During a fog United States steamer *City of Chester*, in leaving port, and British steamer *Oceanic*, in entering port, collided; former vessel sank; damage to the latter not known.

Lloyd's agent at Yarmouth, N.S., cables: *E. W. Gale*, British brigantine, from St. John's for Bordeaux, laden with deals, went ashore on Tusket Islands, but was assisted off by a tug. Damage severe. She was towed in water-logged. No agreement.—Lloyd's agent at Zanzibar telegraphs, August 21st: *Mobile*, Bombay, has gone ashore at Zanzibar, and remains. Chance of getting off extremely doubtful. The bottom is rocky.—A telegram from Kildonan, August 21st, reports: Passed up at 7 a.m. to-day *Conqueror*, tug, of Glasgow, with *Clansman*, steamer, of Glasgow, in tow.—Lloyd's agent at Antwerp telegraphs, Aug. 21: *Westernland* (s), belonging to the Red Star Line, from New York. Three hundred bales of cotton from this vessel caught fire while lying at the wharf, and all are more or less damaged. Cause of fire unknown; supposed to have originated from the heating of the cargo.—*Abana* (s), of Sunderland, which left the Tyne (coal laden) on Tuesday for Southampton, put back with machinery damaged.—*Jessie Stewart*, schooner, of Fleetwood, Llanely to Cowes, with coal, while lying at anchor, was run into at 11.40 p.m., August 20th, by the *Sovereign*, tug, of Southampton, and lost head gear, sails, stanchions, bulwarks, and sustained sundry other damages.—*Monroe* (s), from Riga, on August 15th, during heavy W.N.W. gale in the North Sea, had part of deckload carried away.—*Cymbeline*, British steamer, from Ibrail, with grain, for Antwerp, grounded at Heralitz on August 20th, but was afterwards refloated undamaged.—Lloyd's agent at Alexandria telegraphs that *Sheikh* (s), from Rangoon, went ashore at Brulos, but afterwards came off without assistance and without damage, and entered port.—Lloyd's agent at Capetown telegraphs, August 21st, that Italian barque *Eritreo*, put into Capetown with pumping gear out of order.—Lloyd's agent at Swansea reported, August 21st, that *Rio Bueno* (s), from Cardiff for Port Said, arrived at Swansea, and went into harbour, after being in collision with the *Racine* off Combmartin.—Telegram from Solombal August 21st, states: Norwegian brig *Prima*, tar laden, lost off Cape in the White Sea.—Report of the *Cambrian Monarch*, Williams, at Falmouth: We left Port Pirie anchorage on March 19th, and had tough work to get down the bay; contrary winds; had to anchor several times during nights, and got clear of the gulf on the 23rd. When we got outside we had S.E. winds, so shaped our course via Cape Leewin, and got along fairly well as far as Algoa Bay, and sighted the coast, then 46 days out. From there it took us six weeks getting round the Cape; nothing but continuations of storms from May 5th to the middle of June, until I almost feared we should never get through. Three times we worked up and sighted Cape Agulhas, and then three times driven back, once 260 miles to the eastward, and had to work back again against heavy gales.

(Continued on page 5.)

## HOTEL DIRECTORY.

**A**BERDEEN.—ADELPHI HOTEL, Adelphi-court, Union-street. Comfort and moderate charges.

**B**ATH.—YORK HOUSE FAMILY HOTEL. Established 1765. First-class Establishment, with numerous suites of elegant Apartments for Families and Gentlemen. Tariff revised and moderate.

E. ASHCROFT, Proprietress.

And at St. Vincent's Rocks Hotel, Clifton.

**B**ATH.—WALDRON'S PRIVATE HOTEL, 2, Queen's-square. Comfortable suites of rooms for large or small families.

**B**IRMINGHAM.—GREAT WESTERN HOTEL. First-class accommodation for Families and Commercial Gentlemen at moderate rates. Centrally situated, and replete with every comfort. Night Porter. Stock Rooms.

T. J. CHAPMAN, Manager.

**B**IRMINGHAM.—ALBION HOTEL, Family and Commercial, Edmund-street and Livery-street, opposite Great Western Station. Moderate charges. Night Porter.

JOHN NUTT, Proprietor

(late North Western Hotel, Stafford).

**B**RIGHTON.—HAXELL'S MARINE HOTEL. By a cash system originated here, Visitors can estimate their expenses to a shilling per diem. Visitors en pension 10s. 6d. daily; no extras whatever; most liberal board and charming rooms. To Visitors, not en pension, Apartments, 2s. 6d. Drawing Room and Bedroom, en suite, 8s. 6d., 10s. 6d., 12s. 6d. per day; breakfast, 1s. 6d.; luncheons, 1s. 6d.; dinner from 2s. 6d.; service, 1s. 6d. The Hotel is conducted with the same liberality and attention to detail that has rendered his London Establishment so popular.

E. NELSON HAXELL, Proprietor.

**B**RISTOL.—VICTORIA HOTEL, Family and Commercial, Temple Gate, nearly opposite to and within three minutes' walk of the Great Western and Midland Terminus. Open for the Night Mail.

F. BAILEY, Manager.

**B**RISTOL.—GRAND HOTEL, Broad-street, Bristol. Centrally situated. Spacious Coffee, Commercial, Billiard, and Stock Rooms. First-class cuisine and every home comfort. Omnibus meets trains. Charges strictly moderate.

T. WESTWORTH, Manager.

**B**RISTOL.—CLIFTON DOWN FAMILY HOTEL. Facing the Suspension Bridge, Clifton. For Families and Gentlemen.

HARRY F. BARTON, Manager.

**C**ARDIFF.—PARK HOTEL. Now open for the reception of Visitors; 150 luxuriously furnished Rooms. "Everything that can tend to increase the comfort of the occupants has been carefully studied. Throughout the Hotel the most minute attention has been paid to sanitary matters. An air of refinement and elegance pervades everything everywhere. The most complete arrangements have been also made in the matter of Stock Rooms and Baggage Rooms for the convenience of Commercial Gentlemen."—*Vide Public Press*. Moderate tariff.

GEORGE W. CLARE, Manager.

**D**IEPPE.—GRAND HOTEL. Facing the Sea. First-class Family House. Price en pension from 10 francs a day.

G. DUCONDERT, Proprietor.

**D**OVER.—DIVER'S CASTLE HOTEL, close to railway stations and Admiralty Pier, whence steamers depart. Facing Sea. Good views. Moderate charges. Best attention. Telegraph or write.

**H**ASTINGS.—QUEEN'S HOTEL. Delightfully situated on Carlisle Parade. South aspect, facing the Sea. Redecorated. Contains elegant suites of Apartments and single Rooms. The largest and most handsomely furnished Public Rooms in Hastings and St. Leonards. Hydraulic Passenger Lift. Electric Light. Table d'Hôte at Seven. Separate tables. Tariff on application to WILLIAM GLADE, Manager.

**I**SLE OF WIGHT.—ROYAL PIER HOTEL, Sandown. Unrivalled spot for sea bathing, boating, fishing, &c. Magnificent Sea View from all Public Rooms, Sitting Rooms, and principal Bedrooms.

**L**IVERPOOL.—SHAFTESBURY TEMPERANCE HOTEL, Mount Pleasant. Three minutes' walk from stations. Containing over 100 rooms. Excellent accommodation for Families and Commercial Men. Charges moderate. Night Porter. Bed and attendance from 2s. 6d.

**L**IVERPOOL.—CREWE'S HOTEL, 88 and 90, Duke-street. Established 1840. Single Bedroom, 2s. Meat Breakfast, 1s. 6d. Table d'Hôte daily; three courses. Plain Tea and Toast, 1s. No attendance charges. Smoke Rooms, Bass's Beer, &c.

## IN THE DOG WATCH.

BY ALL HANDS.

Owing to the impatience which an appreciative public, in even the remotest corners of the country, is beginning to show in getting its SEAFARING, it is necessary that the paper should be out in time to catch certain express trains. We had, therefore, gone to press last week before the mournful news had reached England of the terrible collision between the *Geiser* and the *Thingvalla* off Newfoundland.

The ordinary newspaper is usually very much at sea indeed in commenting on seafaring disasters. It is, therefore, refreshing to notice an exception to this rule. Here is what the *Observer* said on the sad affair referred to:—

"The collision between the steamers *Geiser* and the *Thingvalla* off Newfoundland is, of course, a mournful catastrophe, all the more so that it illustrates how hopeless it is to depend on life-saving apparatus in the crisis of shipwreck. In five minutes after the collision more than 100 of the *Geiser's* passengers and crew were drowned, and yet she was provided with a patent life-saving raft. Unfortunately the raft caught in the rigging, and it was dragged down by the sinking ship. That is just the kind of accident that is likely to happen. The patent life-saving appliances work well as models, but under the stress and strain of tempest or shipwreck something usually goes wrong with them, and they often do not work at all. The same thing applies to the launching of boats. Indeed, it is clear that, do what we will, travelling on the sea involves certain risks against which it is absolutely impossible to take precautions. Nothing but the highest skill and vigilance will, for example, prevent collisions; and yet skill and vigilance may be neutralised and rendered of no avail by a dense fog. In this instance the accident does not seem to have been preventable."

To this we do not know that we can usefully add any comment, especially as an event a week old is in these days regarded as belonging rather to the province of ancient history than to that of news.

With men who engage as able seamen, but are incompetent to perform their duties, we have no sympathy. Peter Williams, on whom an inquest has just been held in Queenstown, appears to have shipped as an A B, but could not perform the duties of one. That fact does not, however, justify the conduct of Thomas Gaunt, one of the crew of the barque *Thomas J. Stowe*, who is reported to have "admitted that he burnt the deceased with a poker in the lower extremity of the stomach." The searching investigation recommended by the jury ought certainly to be instituted into this case.

According to the *Literary World*, the directors of the Peninsular and Oriental Company are about to issue a little work, to be called *The P. and O. Pocket-Book*, a minute volume some five inches long, containing a variety of information useful to passengers visiting the East. The work will be edited by Mr. Sutherland, M.P., chairman of the company, who contributes a chapter on its history, and an article on the Suez Canal. Mr. Sala will write an article on Australia and New Zealand, Sir Edwin Arnold on India, Sir Thomas Wade on China, and Mr. Lucy on Japan. The volume ought certainly to be an interesting one.

The fate of the poor old *Great Eastern* seems now finally sealed. For the last two years she has been lying off Greenock, a melancholy object, and the other day, when the magnificent *City of New York* came down to the Tail of the Bank, the comparisons indulged in with regard to the lines of the two bigships were certainly not complimentary to the older one. While we write, the old hulk is probably on her way to the Mersey, where a suitable place for beaching her will be fixed upon, and the long-talked-of work of demolition begun.

What an unfortunate craft she has been, to be sure, from the day, nearly a generation ago, when, with admirable prudence, she declined to enter the water, till the present hour! Had she been "built in the eclipse, and rigged with curses dark" she could not have been a greater curse than she has been to all connected with her. Yet let us not forget to place to the credit of the poor old hulk her splendid services in laying several successive Atlantic cables.

Varied have been the uses to which she has been put, and still more varied the suggestions for her utilisation. The latest of the latter is that she should be converted into a "Home for Decayed Merchant Seamen." With all deference to the doubtless amiable author of this ingenious proposal, we should observe that a wind and weather-tight building ashore appears to the merchant seaman a much more desirable place wherein to end his days than a crazy old hulk. It is one of your average landsman's most unfounded and ineradicable delusions that the sailor yearns to "live and die upon the deep." He knows too much of "the deep" to indulge in any such yearning.

From "railway racing" the public are now turning their attention to ocean racing, extraordinary interest being felt on both sides of the Atlantic, in the respective performances of the *Umbria* and *City of New York*, which sailed for Liverpool last Saturday within eighty-five minutes of one another, and which will both be almost due when these lines meet the reader's eye. Of course everybody officially concerned disclaims the idea of racing, but the public persist in regarding it as a race, all the same. The chief-engineer of the *City of New York*, it may be observed, is reported to have expressed the opinion that his vessel "will, when pushed, beat the best transatlantic record down to five days and fifteen hours."

Glasgow appears to have given the Queen a most enthusiastic reception on Wednesday when she arrived there, accompanied by Princess Beatrice, to visit the Exhibition and inaugurate the new municipal buildings. It also appears that the Glasgow Exhibition "is 'universal,' and it surpasses in extent, in the varied beauty of its display, and in everything but the absolute novelty of idea, the Great Exhibition which was the wonder of the world in 1851."

Whether SEAFARING is shown there as one of the triumphs of civilisation we are not aware. If not, says a correspondent, "the show is lamentably incom-

plete. I have found SEAFARING an excellent cure for sea-sickness. In that capacity alone it is entitled to a place in the Exhibition."

The fact that the gunboat *Cherub* has been lying in the river Cart, off Blythwood House, during the Queen's visit to Sir Archibald Campbell, has inspired a local wit with the following neat adaptation of a couplet which may not be unfamiliar to our readers:—

"There's a sweet little *Cherub* that lies in the Cart,  
To watch o'er the life of Queen Vic.!"

Our admirable contemporary the *Glasgow Weekly Citizen*, which has quoted SEAFARING from the first, has now taken to illustrating our yarns and chancies. More power, as Pat says, to the *Glasgow Weekly Citizen* and its excellent conductor, Mr. Andrew Mudie! To the editor of the *Sheffield Weekly Telegraph*, who also quotes and illustrates SEAFARING we also offer thanks.

The other day a rather sensational paragraph appeared describing how the Hereditary Grand Duke of Oldenburg had heroically rescued a "common sailor"—as ladies are fond of calling poor Jack—from a watery grave. It now appears that the said watery grave was only some two or three feet deep. However, as the seaman was stunned, and in danger of being crushed between a boat and a pier, the Hereditary Grand Duke's action was timely, if not quite "heroic," and other Hereditary Grand Dukes—to say nothing of less exalted mortals—might do worse than "make a note of" it.

Navigators please note that the Board of Trade have received, through the Foreign Office, a notification that artillery practice "will be held in the batteries behind Boulogne from 6 a.m. to 4 p.m. on the 22nd to 30th August inst. inclusive, and at the battery of Alprech on the 31st, from 6 a.m. to 4 p.m." All ships are warned not to anchor within a radius of four miles from the batteries while practice is going on.

The steamship *City of Rome* having been reported as "captured" by H.M.S. *Sandfly*, near the Head of Kinsale, on the 15th inst., her owners, Messrs. Henderson Brothers, who had received no intimation of the catastrophe from the commander, wrote to him asking for an explanation. Commander Young's reply is calculated to provoke a chuckle. It appears that the gallant *Sandfly*, having been passed by the merchant steamer, made a frantic effort to come up with her, and, being "gradually dropped astern at the rate of a quarter of a mile in fifteen minutes," stopped, fired a gun, and signalled, "Captured."

"While she" (the *Sandfly*), adds Captain Young, "was steaming after us and in our wake, she was completely buried in spray from her bow, caused by the wash of the waves from our ship." The late naval manœuvres have developed several comic incidents but none more amusing than this. One smiles at the picture of the little gunboat discontinuing the hopeless chase, and metaphorically singing out after the big liner, "Consider yourself caught!"



## SEAFARING WAGES.

[FROM OUR OWN CORRESPONDENTS.]

LONDON.—The rates here are :—

MEDITERRANEAN AND CONTINENT :—			
A.B. ...	£3 10s.	per month.	
Firemen ...	£3 15s.		
A.B. ...	£1 5s. to £1 8s.	per week.	
Firemen ...	£1 5s. to £1 8s.		

NEW YORK :—

A.B. ...	£3 0s.	per month.
Firemen ...	£3 15s.	
Trimmers ...	£3 5s.	

CAPE OF GOOD HOPE and NATAL :—

A.B. ...	£3 10s.	per month.
Firemen ...	£4 0s.	

AUSTRALIA :—

A.B. ...	£3 10s.	per month.
Firemen ...	£3 15s.	

CHINA and INDIA :—

A.B. ...	£3 10s.	per month.
Firemen ...	£3 15s. and £4	

SAILING SHIPS (to all parts of the World).

A.B. ...	£2 10s.	per month.
O.S. ...	£1 10s. to £2	

LIVERPOOL :—The following are the rates ruling here for the places named :—

	Steamers.	Sailing Ships.
Calcutta, East		
Indies	3 0 0 Sailors	2 10 0
Australia, South	3 10 0 Firemen	
Africa		
China, Brazil		
West Indies	2 15 0 Seamen	
	3 10 0 Firemen	
United States and		
Canada	3 10 0 Seamen	For Cargo Boats
"	4 0 0 Firemen	
"	4 0 0 Seamen	Mail Boats
"	4 10 0 Firemen	
Mediterranean	3 0 0 Seamen	
"	3 10 0 Firemen	
Baltic	3 5 0 Seamen	
"	3 15 0 Firemen	
San Francisco,		
Valparaiso, S.		2 10 0
America, Oregon		2 10 0
St. John, N.B.		
West Africa	2 10 0 Seamen	
"	3 0 0 Trimmers	
"	3 10 0 Firemen	
Galveston	3 5 0 Seamen	
"	3 15 0 Firemen	
Valparaiso	3 0 0 Seamen	Pacific Co.'s
"	4 0 0 Firemen	Mail Steamers.
Cape de Verdes	3 0 0 Seamen	
"	3 15 0 Firemen	

LEITH :—The wages here are :—

Steamers, home and foreign, Seamen £3 10s., Firemen £3 15s.—Sailing ships, Seamen £2 10s. to £2 15s. for southward.

BELFAST :—The wages here are :—

Sailing ships to Quebec, £3 and £2 15s. per month, with one month's advance. To Rio de Janeiro via Cardiff, £2 10s., with half month's advance. Steam, seamen £3; steam, firemen, £3 10s.; steam (weekly boats), seamen, £1 4s. to £1 8s.; firemen £1 8s. to £1 12s.

PLYMOUTH :—The wages of seamen here are :—

To Quebec, £3 per month. On the coast £3 to £3 5s. per month. On steamboats, £3 10s. per month. Deep Water, £2 10s. per month.

SUNDERLAND :—The rates here are :— Steamers, £3 15s. Od. Seamen. Steamers, £4 Firemen.

S. SHIELDS :—Wages here :—

Steamers, £3 10s. Seamen. Steamers, £3 15s. Firemen.—Sailing Ships, £2 10s. to £2 15s. Od. Seamen; weekly wages, £1 8s. Od. Seamen (finding own food).

NEWCASTLE-ON-TYNE :—Wages :—

Steamers, £3 10s. Od. Seamen. Steamers, £3 15s. Firemen.—Sailing Ships, £2 10s. to £2 15s. Od. Seamen; weekly wages, £1 8s. Od. Seamen (finding own food).

HULL :—Wages here :—

Steamers, £3 to £3 5s. Seamen.—Sailing Ships, £2 10s. Seamen.

DUBLIN :—The rate of wages in this port is as follows :—

Deep sea voyages, £2 10s. per month, with usual allotment.

Channel steamers from 25s. to 27s. per week. Runners to Cardiff or Newport: sailing, £2 10s.; towing, £2.

Liverpool, 25s., either towing or sailing. London, £5 sailing, £4 towing.

BRISTOL :—The rates here are :—

	Per Month
Sailing ships for Able Seamen	£ s. d.
Sailing ships for Ordinary Seamen	2 15 0
Steam ships for Able Seamen	2 0 0
Steam ships for Firemen	3 10 0
	4 0 0

GLASGOW :—Wages :—

A.B.'s southward, sailing, £2 10s.; steam, £3; A.B.'s westward, sailing, £2 15s.; steam, £3 10s.; Firemen, southward, £3 10s.; Firemen, westward, £3 10s.

According to the *Chamber of Commerce Journal* at present there is great demand on the Tyne for seamen in sailing vessels bound to Quebec, Valparaiso, San Francisco, and other distant ports, the result of which is that a substantial advance on the rate of wages has taken place. Two days ago the Royal Mail steamer *Prospero* arrived in the Tyne from Christiana, having on board a large number of seamen engaged in Norway, who had come to join vessels at Glasgow, Liverpool, and Cardiff. There is an agitation amongst the seamen at Sunderland for an advance of wages. The captain of the large steamer *Boyne* failed to secure a crew at the Sunderland Shipping Office, and on Saturday he went to the Tyne with a view of inducing the men there to ship below the £1 agitated for. The Shields men, however, would not ship. Ultimately the captain shipped a crew at Sunderland at £1 per month, the rate of wages held out for.

## SEAFARING DISASTERS.

(Continued from page 3.)

On May 25th and 28th, it blew a whole hurricane, laying us over our beam ends, almost lee-rail up to the main hatch under water, although we had only a goose-wing maintopsail on her. Again, on June 3rd, a whole hurricane blew when we were close to Cape Agulhas, with terrible sea; we were over a month unable to show more canvas than lower topsails, and often had to take them in. On May 28th the cargo shifted in the after hold until we were almost over, but after very hard labour got it trimmed. Altogether, it was beyond anything I ever experienced, and the crew getting well played out, being continually wet. After we got round we were unfortunate in not falling in with any S.E. trades until lat. 12 S. was reached, and were unable to fetch St. Helena, the wind being W., as I was very anxious to signal. Passed Ascension on July 4th; just got up to it by dusk, so we could not signal there again without waiting for the morning. We crossed the equator on July 9th, in long. 21 30 W., and did fairly well through the N.E. trades, after losing which we had a week of calms and light winds, followed by southerly winds and fine weather, until we sighted Scilly Islands, which was done on Monday; then we had to beat up against easterly winds and light weather, often calms.—Particulars were received in Liverpool on Saturday, from Melbourne, of the stormy voyage of the Liverpool ship *Slieve Bawn*, and the loss of an apprentice. The vessel left Liverpool with a full general cargo, including some heavy machinery for Melbourne, under the command of Captain W. Crowley. Fine weather was met with until May 12th, when the *Slieve Bawn* was in lat. 2 deg., 19 min. N., and long. 24 deg. W., and here an apprentice named William Calvert, aged 18, was lost overboard. The poor fellow fell from the main-rigging into the sea. Life-buoys were immediately thrown, but he failed to secure one, and a boat was speedily sent to him. Before it reached the spot, he had disappeared. Calvert's father had been master of the ship whilst trading to Melbourne, and he is stated to be a stevedore in London. On June 6th a heavy gale was encountered, and the ship was hove to for 30 hours. The squalls were at times of exceptional violence tearing some of the sails to pieces, whilst others were blown out of the gaskets. During this gale there was a tremendous cross sea running, which broke over the ship in all parts. The cabin was flooded, also the fore-castle, and sailors' chests were damaged, and one or two were lost. The binnacle was washed away, and a portion of the topgallant bulwarks. One of the boats was stove in, and a great deal of the running gear was carried away. The seas frequently filled the decks square with the rails, and the deck fittings were much damaged. The weather now somewhat abated for a few days, after which it again became very boisterous, gales being very frequent, with a high sea always running. Some of the crew were severely knocked about and injured by the heavy seas. The *Slieve Bawn* arrived off King's Island on July 9th. On the following day the vessel again encountered the full fury of a heavy gale, with a high sea running. The vessel entered Melbourne Heads on July 11th, after a voyage of 85 days from Taskar. The *Slieve Bawn* is an iron clipper of 1,667 tons, and is owned by Messrs. Sinclair and Co., of Liverpool. She is the third vessel that is stated to have arrived recently at Melbourne after very stormy passages.

## SAILORS' HOMES

ARE ESTABLISHED AT

AMSTERDAM.  
BELFAST.  
BOMBAY.  
BOSTON.  
BRISTOL.  
CALCUTTA.  
CALLAO.  
CARDIFF.  
CORK.  
DEVONPORT.  
DOVER.  
DUBLIN.  
DUNDEE.  
FALMOUTH.  
GLASGOW.  
GLOUCESTER.  
GRAVESEND.  
GREAT YARMOUTH.  
GREENOCK.  
HALIFAX, NOVA SCOTIA.  
HAMBURG.  
HAVRE.  
HOLYHEAD.  
HONG-KONG.  
HONOLULU.  
HULL.  
LEITH.  
LIVERPOOL.  
LONDON (Well-street and Dock-st.)  
LOWESTOFT.  
MADRAS.  
MARSEILLES.  
MELBOURNE.  
MILFORD.  
NEW YORK.  
NORTH SHIELDS.  
PLYMOUTH.  
PORTSMOUTH.  
QUEENSTOWN.  
RAMSGATE.  
ROTTERDAM.  
ST. JOHN'S, NEW BRUNSWICK.  
ST. JOHN'S, NEWFOUNDLAND.  
SAN FRANCISCO.  
SHANGHAI.  
SOUTHAMPTON.  
STORNOWAY.  
SUNDERLAND.  
SWANSEA.  
SYDNEY.  
VICTORIA, VANCOUVER'S I.

## SOME SEAFARERS.

## VIII.

## SIR JOHN FRANKLIN.

Sir John Franklin was born at Spilsby, in Lincolnshire, in 1786. As his name implies, he came of a very good stock—one, namely, of old English freeholders, or "franklins." And as became his descent he was a no less promising lad than his clever brothers, who in after life all made their mark. One day, so the story runs, whilst still a schoolboy, Franklin walked 12 miles to see the sea. He was so smitten with the great German Ocean that he gave up the idea of becoming a clergyman, and obtained an entry on the quarter-deck of the *Polyphemus*. In this ship he went through the battle of Copenhagen, in 1801, and so had the satisfaction of having served in Nelson's stiffest fight. In the great battle of Trafalgar, Franklin won glory as signal midshipman aboard the *Bellerophon*. But he had already shown less warlike leanings, having made an adventurous voyage under Captain Flinders, the discoverer, in 1803. With this last-named commander, whilst mapping and exploring the Australian coasts, he imbibed that spirit of scientific accuracy which afterwards stood him in good stead.

It was in 1817 that old Sir John Barrow, Secretary of the Admiralty, a man whose ambition it was to keep England in the van of geographical discovery, once more broached the idea of finding a north-west passage. A great movement in the Greenland ice led him to believe that the northern passages would be found comparatively clear, and in consequence of this belief Buchan, Parry, and Sir John Ross set agoing the whole series of modern Arctic exploration. Franklin sailed with Captain Buchan in an attempt to penetrate to the north of Spitzbergen. The expedition failed, but Franklin became a marked man. Scientific experts found out his intellectual qualities, naval authorities made full discovery of his coolness, his fertility of resource, his seamanship. In 1819, accordingly, he is sent out in command of an expedition which is to travel through Rupert's Land to the shores of the Arctic Sea. Lieutenant Parry was, at the same time, despatched, with two vessels, to Lancaster Sound. With only a handful of men, Franklin succeeded in wintering more than once in the Hudson Bay Territory, and in exploring a considerable portion of the coast to the eastward of the Coppermine River. In a second expedition, in 1825, Franklin descended the Mackenzie, and traced the coast-line to near the 150th meridian, approaching to within 160 miles of Captain Beechey, who was co-operating with him from Behring's Strait. The hardships he underwent during these two expeditions are well-nigh unbelievable. At one time we read of him sheltering at Fort Enterprise, with two comrades, in the grip of death, and feeding, gaunt and hollow-eyed as he was, on pounded bones, raked from the dunghill, till Dr. Richardson and a brave seaman came to his rescue. We read, too, the awful story of the cannibal Michel, and of how the poor young English officer was killed, Prayer-book in hand. But bitterly as Franklin had suffered, he reaped his reward. He was promoted, knighted, made D.C.L. and F.R.S., and covered

with honours by foreign scientific bodies. We next hear of him as in command of the *Rainbow*, a vessel on the Mediterranean station, which now became proverbial as a pleasant berth for both officers and men. In 1836 Sir John became Governor of Tasmania. Popular and wise in his rule, he was, nevertheless, intrigued against, and superseded. Yet on returning to England he found that he had lost no whit of his old reputation in the eyes of the Admiralty. As senior Arctic explorer he was again offered the command of an expedition in 1845. As of old, the North West passage was in question. Crowds of volunteers came and offered him their services, and on May 19th the *Erebus* and *Terror* sailed from Greenhithe on their fateful voyage. A whaler was the last to sight them on July 26th, in lat. 74° 48' N. and long. 66° 13' W. They were sailing prosperously, and letters written by Franklin a day or two before are full of high and gallant hope. The story of the time of suspense which followed, of the search and the final discovery of Franklin relics are so well known that we trust our seafaring readers will pardon us for again adverting to it. We shall try to be as terse as possible.

In 1847 people still hoped that the expedition would be heard of; but in the year following public anxiety waxed intense. The search for Franklin became a great national undertaking—an undertaking all the more passionately pathetic for the interest taken in it by his wife. That truly loving and noble-hearted woman would not give up hope, and when between the years 1848 and 1854 no less than 15 American and English expeditions had gone out and failed to probe the mystery to the bottom, she was still ready to fit out auxiliary expeditions which should search in untraversed waters or over neglected districts. It was owing to these last, indeed, that the secret of Franklin's fate was at length partially solved. In August, 1850, Lady Franklin's ship, the *Prince Albert*, brought back the first tidings of the missing crews, and in the spring of 1854 Dr. Rae, in the service of the Hudson Bay Company, heard from the Eskimos that in 1850 about 40 white men had been seen dragging a boat over the ice near the north shore of King William's Island. Dr. Rae brought home various articles which the natives had obtained from the white men, and succeeded in gaining the reward of £10,000 offered by the Admiralty "to any party or parties" who "should first succeed in ascertaining" what had become of the missing expedition. Messrs. Anderson and Stewart, following Rae's lead, were in 1855 sent down the Great Fish River. To them it became clear that a party from the *Erebus* and *Terror* had striven by way of the Fish River route to reach the Hudson Bay Settlements. At this point of the search Government grew weary of it. "Enough has been done," was the Government verdict, "we now know *whereabouts* the unfortunate men must have perished: let that knowledge suffice." But Franklin's wife took other and kindlier advice. With the remnants of her shattered fortune and the subscriptions of firm friends she fitted out the little yacht *Fox*, and entrusted the command to Captain (afterwards Sir) Leopold M'Clintock. The *Fox* sailed from Aberdeen in July,

1857, but it was not till the spring of 1859 that it was able to commence operations. Then three sledging parties started from the eastern end of Bellot Strait. They were commanded by Captain Allen Young, Lieutenant Hobson, and M'Clintock. From the Eskimo in Boothia all kinds of relics were obtained; and all along the westward and southern coast of King William's Island were found skeletons and ships' property that told a ghastly tale. In a cairn at Point Victory Hobson discovered a record that told the history of the expedition up to April 25th, 1848. In 1845-6, the ships wintered at Beechey Island, off the coast of North Devon, after having ascended Wellington Channel to lat. 77° and returned by the west of Cornwallis Island. That was a wonderful year's work after all! In the autumn of 1846 Franklin tried to follow his instructions by making for the American coast, but heavy ice arrested his progress. Alas, he did not know that he could have tried an alternative course to the eastward of King William's Island, for his chart represented it as joined to the mainland of Boothia. An addendum, written on the margin of the original record, which was one of the forms supplied by the Admiralty to surveying vessels, is dated April 25th, 1848. Let it speak for itself. "April 25th, 1848. H.M. ships *Terror* and *Erebus* were deserted on April 22nd, five leagues N.N.W. of this, having been beset since September 12th, 1846. The officers and crews, consisting of 105 souls, under the command of Captain F. R. M. Crozier, landed here in lat. 69° 37' 42" N., long. 98° 41' W. Sir John Franklin died on June 11th, 1847, and the total loss by death in the expedition has been to this date nine officers and 15 men." Captain Fitzjames was the writer. Captain Crozier adds that they would "start on to-morrow, April 26th, 1848, for Back's Fish River."

They started—that brave band, worn out with the harsh discipline of Arctic cold, and dreadfully handicapped by the heavy sledges and boats they sought to drag with them. One of the latter was left on the shore of King William's Island, and two skeletons were found therein. "From the Eskimo we learn that the men dropped down as they walked, and often had to be left unburied."

Was it not Douglas Jerrold who wrote these noble lines following? They were in *Punch*, at any rate:—

"Through the snow's dazzling blink, into the dark they've gone:  
No pause; the weaker sink, the strong can but strive on,  
Till all the dreary way is clotted with their dead,  
And the shy foxes play about each sleeping head."

But there was one who, as we well know, had escaped the full awfulness of this fate.

Not under snow-clouds white, by cutting frost wind driven,  
Did his true spirit fight its shuddering way to Heaven;  
But warm, aboard his ship, with comfort at his side,  
And hope upon his lip, the gallant Franklin died."

And yet that high-hearted, kindly, God-fearing gentleman would not have shrunk from any death soever, had it but come to him in the way of duty.



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August 25, 1888.

SEAFARING.

PASSED EXAMINATIONS.

Return of Masters, Mates, and Engineers reported to have passed examinations under the provisions of the Merchant Shipping Acts of 1854 and 1862, and to whom certificates have been issued during the week ending August 18th, 1888.

Note—Ex. C. denotes Extra Master; O. C., Ordinary Master; 1 M., First Mate; O. M., Only Mate; and 2 M., Second Mate. S.S. denotes Steam Ship Certificates.

FOREIGN TRADE.

Name.	Grade.	Examining Board.
Pentecost, E. H.	2 M	Plymouth
Lima, T. C.	1 M	Plymouth
Howard, L. G.	1 M	Plymouth
Hamlyn, A. W.	O C	Plymouth
Rendle, W. A.	O C	Plymouth
Corsie, J.	O C	London
Prince, G. H.	O C	London
Iddes, G.	2 M	London
Norris, H.	2 M	London
Ottley, A. H.	2 M	London
McDougall, H. N	2 M	London
Newman, H. M.	2 M	London
Williams, M. G.	O C	London
Durant, A. H. A. L.	O C	London
Bullen, C. S.	1 M	London
Beale, R. M.	O C	London
Bindloss, R. C.	O C	London
Oxley, A.	1 M	London
Lloyd, W.	2 M	Cardiff
Harvard, L.	2 M	Cardiff
Howell, W. J.	1 M	Cardiff
Macfarlane, J.	2 M	Glasgow
McCaish, J.	2 M	Glasgow
Backer, S. S.	O C	Glasgow
Stewart, T.	O C	Glasgow
Robertson, W.	O C	Glasgow
Sergeant, C. K.	2 M	S. Shields
Harrison, G.	2 M	S. Shields
Hansen, H. G. W.	O C	S. Shields
Philipson, L. R.	O C	S. Shields
Coysh, W. H.	Ex. C	S. Shields
Nicholas, D.	1 M	S. Shields
Erickson, B. R.	2 M	Belfast
Ferguson, T.	2 M	Belfast
McGaw, J.	1 M	Belfast
McMurtry, J.	1 M	Belfast
Jones, W. H.	Ex C	Liverpool
James, J.	2 M	Liverpool
Bevan, G. H.	2 M	Liverpool
Graham, J.	2 M	Liverpool
Whorral, C. L.	1 M	Liverpool
Bailey, W. W.	1 M	Liverpool
Petrie, A.	1 M	Liverpool
Jones, G. F.	1 M	Liverpool
Jones, T.	1 M ss.	Liverpool
Jenkins, O. W.	1 M	Liverpool
Morris, J.	1 M	Liverpool
Tranmer, H.	1 M	Liverpool
White, L.	1 M	Liverpool
Bolton, H.	2 M	Sunderland
Bell, R.	O C	Sunderland
Thomson, W.	2 M	Leith
Robertson, J. W.	O C	Leith
Robertson, P.	O C	Greenock
Forbes, D.	1 M	Greenock
Grant, A. D.	1 M	Greenock
Watt, R. A.	2 M	Hull
Powell, T.	Compass	

HOME TRADE.

Kitchman, W. Master Hull

ENGINEERS.

Note.—Ex. 1 C. denotes Extra First Class; 1 C., First Class; 2 C., Second Class.

Name.	Class.	Port of Examination.
Widdowfield, J.	2	N. Shields
Maillard, J. D.	2	N. Shields
Brown, L.	2	N. Shields
Brookbank, W. M.	2	N. Shields
James, W.	2	N. Shields
Johnston, T. C.	2	N. Shields
Ross, A.	1	N. Shields
Renfrew, J.	2	Greenock
Blackater, T. E.	2	Greenock
Inglis, T. McF.	2	Greenock
Ewing, W.	1	Greenock
Logan, W.	1	Greenock
McNicol, W.	1	Greenock
Watson, W. C.	2	W. Htlepl
Dalkin, J. C.	2	W. Htlepl
Jacobs, T.	2	W. Htlepl
Dawson, W. W.	2	Hull
Robertson, J.	1	Plymouth
Rowlands, J. H.	2	Liverpool
Edwards, D.	2	Liverpool

Smith, R.	2	Liverpool
Jones, H. L.	2	Liverpool
Fraser, R. D.	2	Liverpool
Wallace, D.	1	Liverpool
Haws, W. C.	1	Liverpool
Dodds, W.	1	Leith
Forsyth, George	2	Leith
Smith, J. E.	2	Leith
Wickham, H.	2	Leith
McVie, R.	1	Leith
Grant, R.	1	Leith
Inglis, D. J.	1	Leith
Watt, C.	1	Leith
Gordon, C.	1	Leith
Allan, W.	1	Leith
Wootton, E. G.	2	London
Frank, J.	2	London
Reynolds, J.	1	London
Waldridge, A.	1	London

AMERICAN advices to Saturday's date state that up to that day 32 cases of yellow fever, resulting in four deaths, occurred at Jacksonville. It was believed that the worst was over, and the inhabitants were regaining confidence.

The chairman of the Emin Pasha Committee has received a telegram stating that Major Barttelot, accompanied by three other whites and 545 men, had left the camp at Yambua early last June, and was following up Mr. H. M. Stanley with relief and supplies.

THE *Orontes*, which is completing an extensive refit at Portsmouth, is to be got ready for sea by the end of the month. On September 4th she will leave for Liverpool, afterwards proceeding on a round of troping service to Bermuda, Halifax, and the West Indies.

THE Secretary of State for War has been visiting Sheerness in order to inspect the fortifications for the defence of the Thames and Medway. The present defences are considered insufficient, and it is proposed to strengthen the Central Bastion by mounting new 30-ton breech-loader guns in the place of the obsolete 64-pounders with which it has been equipped for some years.

DURING the past week the fisheries in West Cornwall remained dull, the catches of pilchards landed by the drift boats being generally light. Some mackerel seines which were shot had from 700 down, and there was a moderate supply of hook fish. Pilchards realised from 15s. to 9s. per 1,000, mackerel 9s. to 12s. per six score, conger 8s. to 9s. per cwt., and hake from 6s. to 10s. per dozen.

THERE has been issued by the Board of Trade a list of ships reported, during the month of July, 1888, to the Registrar-General of Shipping and Seamen as coming into registry; as also of ships the registers of which were closed. It appears from this return that 143 vessels were registered, of 37,153 nett tonnage and 56,655 gross tonnage, of which number 10 were purchased from foreigners. It appears that 88 were removed from registry, of 25,492 nett tonnage and 30,304 gross tonnage; of these latter 24 were sold to foreigners, 10 were wrecked, four stranded, 10 lost, 10 broken up, three abandoned, four were in collision, one missing, seven foundered, one burnt, one condemned, and 13 struck off for other causes.

ALLEGED WRONGFUL DISMISSAL. — A Sunderland Police-court, on August 16th, before Dr. Morgan (in the chair) and Mr. T. Elliott, George Simpson, master of the steamer *Frederick*, was sued by Theodore J. Carey for damages for wrongful dismissal. Defendant did not appear. The complainant's statement was to the effect that on July 23rd last he was engaged by the defendant as mate on the *Frederick* to go on a voyage to South Australia and back to the United Kingdom. He entered on his duties on the 30th, the vessel being then in the river. After staying on board a few days the captain informed him that the owners had sent a Danish mate, and he (witness) must therefore leave the ship. Witness was engaged at £6 10s. per month. No articles were signed, but the captain paid 30s. for the week's work. The Bench said that at present there seemed no evidence in support of the claim, and dismissed the case.—John J. Holman, late steward of the *Frederick*, also claimed for wrongful dismissal. The circumstances of the case were much the same as the previous one. The vessel was stated to have sailed on the previous day. The Bench said that the steward was entitled to payment for the four days he had worked on board the vessel, and ordered the same to be paid. Mr. Brown, solicitor for plaintiffs, gave notice that he would apply for a special case in regard to the mate.

HOTEL DIRECTORY.

LIVERPOOL.—PRINCE OF WALES HOTEL, Southport. Southport is half an hour's rail journey only from Liverpool, and is the popular resort of Liverpool Families. The Hotel affords high-class accommodation at strictly moderate charges.

C. O. WILKINSON, Manager.

LIVERPOOL.—THE GRAND HOTEL, Lime street, opposite the North-Western Railway Station, and two minutes from the Midland (Central) Station. Suites of Rooms for families. Magnificent Coffee Room. Electric Light throughout. Passenger Elevator. TABLE D'HOTE, SEPARATE TABLES, FROM 5.30. TO 8 P.M. For tariff apply to

GEO. SCHOTTLE, Secretary and Manager.

LANDUDNO HYDROPATHIC, &c. (Co., Ltd.) Nevill-crescent, Grand Parade. Resident Medical Superintendent, H. Thomas, M.D. Riviere's Band plays daily on Pier and Pavilion.

LONDON.—HORSE SHOE HOTEL, Tottenham Court-road, adjoining Oxford-street. Visitors staying in the Hotel have the advantage of using the Grill Room, Dining Rooms, &c., at the restaurant price, instead of paying the usual Hotel charges. Private Dining Rooms.

LONDON.—THE INNS OF COURT FAMILY HOTEL, Holborn and Lincoln's Inn-fields London, W.C. Central, quiet. Wedding Breakfasts, Dinners, &c. Table d'Hôte 5.30 until 8. Electric Light. Artesian well water.

LONDON.—ARMFIELD'S SOUTH PLACE HOTEL, Finsbury, E.C. Accommodates 100 guests. This Hotel ensures thorough comfort at strictly moderate charges. Telegraph, "Armfield's, London." Telephone, 110.

LOWESTOFT.—ROYAL HOTEL. First-class Family Hotel. Tariff forwarded on application to

SAMUEL HOWETT, Proprietor.

LOWESTOFT.—SUFFOLK FAMILY AND COMMERCIAL. Opposite the station. Adjoining Postal and Telegraph Office. Two minutes' walk from the Pier, Esplanade, and Harbour, and commanding extensive Sea View. Tariff free on application.

RICHARD SMITH, Proprietor.

LOWESTOFT.—CLIFFSIDE.—KIRKLEY CLIFF PRIVATE BOARDING ESTABLISHMENT. Beautifully situated, with Sea View. Thoroughly well furnished. Every comfort Table d'Hôte. Prospectus with terms to the Secretary.

LOWESTOFT.—SOUTH VIEW BOARDING ESTABLISHMENT, 9 and 10, Victoria Esplanade, facing Sea. Near Baths and Pier. Home comforts. Thirty Bed and Reception Rooms. Private Apartments optional. Special Winter terms.

MRS. WESTGATE, Proprietress.

MARGATE.—CLIFTONVILLE HOTEL, on High Cliffs facing Sea. The best and healthiest Hotel in Margate. Under entirely new management. Table d'Hôte, Billiards, Lawn Tennis. Tariff on application. Telegrams "Cliftonville, Margate."

PORTSMOUTH.—STAR AND GARTER HOTEL. The oldest established Hotel, with view of Harbour. Adjoining Floating Bridge. Trams to all parts. Moderate charges. The celebrated House for the noted "Punch Royal."

S. SPENCER, Proprietress.

PORTSMOUTH.—DOLPHIN. Good Family and Commercial Hotel. Near the Pier, High-street. J. INNES, Proprietor.

PORTSMOUTH.—THE ROYAL PIER HOTEL and QUEEN'S HOTEL, Southsea, under entirely new management, are close to Portsmouth, and within a few minutes' drive of the Town Station, to which Visitors should book.

PORTSMOUTH.—CROSSLAND'S FAMILY and COMMERCIAL HOTEL, Harbour Station and Dockyard. Good Stock Rooms and comfortable Writing Room. Free Table. Trams to all parts. Charges moderate.

G. D. CROSSLAND, Proprietor.

PORTSMOUTH.—GEORGE HOTEL, old-established First-class Family and Commercial Hotel. Trams pass the door every seven minutes to Station, Dockyard, &c. Near the principal Piers.

JOHN DENNING, Proprietor.

PLYMOUTH.—THE ROYAL. First-class. Patronised by the English and all the Continental Royal Families.

PLYMOUTH.—GRAND HOTEL (on the Hoe). The only Hotel with Sea View. Facing Sound, Breakwater, Eddystone. Mail Steamers anchor in sight. Public Rooms and Sitting Rooms with Balconies.

JAMES BOHN, Proprietor.

SWANSEA.—CAMERON ARMS HOTEL. This old-established Hotel is situated in the centre of the town. First-class accommodation and moderate charges.

J. PARADISE, Proprietor

## NOTICES.

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Three Months .....	1s. 8d.

SEAFARING will be sent at the same rate, post free, to any of the countries comprised in the postal union.

All subscriptions must be paid in advance.

Business communications should be addressed to V. G. PLARR, SEAFARING Office, 150, Minories, London, E., to whom all Cheques and Post Office Orders must be made payable.

## Seafaring.

THE ORGAN OF THE SEAFARING CLASS.

SATURDAY, AUGUST 25th, 1888.

THE National Amalgamated Union of Seamen and Firemen seems to intend good work. It has, as we noted last week, taken up the question of an improved provision scale with some prospect of success, and as we have this week to record, it is about to open branches at the various ports. In its efforts on behalf of the seamen and firemen it has our cordial good wishes. That a powerful seamen's union, strong enough to secure justice for seafaring men, may be the outcome of its work we earnestly hope. If such a result is to be gained its leaders must not overlook the absolute necessity of such an alteration in the franchise as shall give to the mass of seafaring men a voice in the election of members of Parliament. The residential qualification for a vote which the law at present requires is one that precludes the great body of seamen from having a vote at Parliamentary elections. A vigorous agitation ought at once to be started to obtain an amendment of the law on this point. The average M.P. will continue to give little or no heed to the seamen's claims until the seaman has a vote. To obtain a vote is one of the seaman's first needs, and to obtain it cannot be very difficult. The conscience of the country has only to be appealed to and the thing will soon be done. The madness and injustice of denying a vote to a class which forms the very backbone of the country must be so obvious to every rational being that we need hardly point it out. That seafaring men are, as a rule, men of at least as much intelligence as working men on shore cannot be disputed by anyone acquainted with both these classes.

Yet, while even Hodge has a vote Jack has none. Of this same Hodge Lord Tennyson writes :-

Ploughmen, shepherds, have I found and more than once and still could find,  
Sons of God and kings of men in utter nobleness of mind;  
Truthful, trustful, looking upward to the practised hustings liar,  
So the Higher yields the Lower, whilst the Lower is the Higher."

If this be, as we are convinced it is, true of the rural class, it is still more true of the nautical class, except that, not having the proverbial homely wits of the home keeping folks, and finding such shore-folk as seamen are generally brought into contact with to be thieves as well as liars, the nautical class might regard the heroes of the hustings with more suspicion than Hodge does, however practised in lying such gentry might be.

## CORRESPONDENCE.

TO THE EDITOR OF "SEAFARING."

DEAR SIR,—I have carefully read the copies of SEAFARING sent me, and am pleased to inform you that myself and the whole of the members of our Union are highly satisfied with your paper, for such a paper is much needed. The Press, as a rule, has behaved very fairly to our class. Whenever they have understood our questions they have done us justice, but sometimes, through want of knowledge, they have done us injustice, but now that we have a paper edited by a man who understands seamen and their calling, we will have our grievances more clearly laid before the people of this country. There are great reforms needed for seamen, and there are two ways of gaining these reforms. The one is to thoroughly organise, which I approve of most, the other is to ventilate our grievances through the Press, and there is no handier medium I can see than through your smart little craft SEAFARING.—Wishing you every success, I remain,

J. H. WILSON.

General Secretary of the National Amalgamated Sailor's and Firemen's Union, Great Britain and Ireland, Sunderland Branch, 174, High-street East, Sunderland.  
August 15th, 1888.

## A SEA CAPTAIN ON "SEAFARING."

The Captain of one of the English Channel steamers writes to us from Newhaven :-

"Having had my attention drawn to your little paper by one of my brother captains down here, I wish to become a subscriber, as I can see you will supply a long felt want. Almost every other trade or profession has their organ, but sailors, who are one of the largest and most important classes, have only the *Gazette* and *Nautical Magazine*. We want something more readable than the *Gazette*, and published oftener than the *Magazine*, and I think you will about supply the necessary article. Anyhow, I like the style of your paper, and wish you success."

## "SEAFARING" IN GRAVESEND.

A correspondent writes to congratulate us on SEAFARING, adding: "I am a resident in Gravesend, and it is very generally considered that SEAFARING fills a vacant gap, and in wishing you every future success, I am only giving expression to the general feeling when I say that I hope you will always have fair weather and a fair wind, and that the sales of SEAFARING may be the means of carrying your craft to all parts of the civilised world."

## EXTERMINATING THE FISHERMEN.

A correspondent, writing us from Old Steine, Brighton, with reference to the Bognor fishermen, says:—"Their troubles may seem light to us, but with them it is probably a question of existence. Along the south coast the authorities, moved probably by the owners of

property in places which are the resorts of visitors during the summer months, make life hard for the fishermen because their calling is an annoyance to pleasure seekers. The fishermen are being driven from Brighton. The Duke of Devonshire has got rid of them, I believe, at Eastbourne; the Duke of Norfolk neglected them at Shoreham, whence they say 100 fishing boats used to sail—now hardly any—and the authorities at Bognor would evidently be glad to get rid of them." Our correspondent sends some further information on the subject, to which we shall refer in another issue.

## SONNET OF SEAMEN'S UNION.

Once on a time the sea was fraught with fear  
For whoso sailed thereon. The shadow  
of death  
Hung over all, and, as old story saith,  
He did his work best who the best could  
steer  
"Twixt hidden reef and hovering priva-  
teer.  
But now 'tis Apathy, Folly, Slander's  
breath—  
'Tis not the half-tamed sea which  
sundereth  
Her children from the safety that's so  
dear.  
Wherefore the time has come for lads at  
sea  
To join strong hands together, till at  
length  
Before their brotherhood the phantoms  
flee,  
Named Brute Oppression, Ignorance,  
Lust, and Hate,  
And the strong learn that Love alone is  
just,  
And the weak learn that Union is their  
strength.

## NAUTICAL NEWS.

THE United States Senate last Tuesday refused by a majority of three to ratify the Fisheries Treaty.

*Germana* (s), Cardiff to Port Said, attacked by whale 50 to 60 feet long on July 31st. Whale killed, vessel uninjured.

VALUABLE service was rendered in the year 1885-6 by the rocket apparatus of the Board of Trade, 171 lives having been saved by this means at the 298 stations furnished with the apparatus.

A TELEGRAM from Victoria, British Columbia, states that the sale of the captured British sealing schooners at Port Townsend has been indefinitely postponed by order of Mr. Garland, the United States Attorney-General.

THE harbours of Fiume and Plova have lately been infested with sharks so that the residents dare no longer bathe in the open sea. It is said that sharks were almost unknown in the Adriatic until the Suez Canal was opened.

THE body of a woman has been washed ashore at Larne. It is that of a young lady from Glasgow, named Mayes, who with her brother sailed lately for America in one of the State Line steamers. Shortly after going aboard she was missed, and all search proved fruitless.

As the sailing barge *Haste Away*, of Ipswich, was entering the Victoria Docks, London, the captain's son, a lad of 15 years, was struck by the tiller and knocked overboard. Every effort was made to save him, but he was drowned almost under his father's eyes. The body was afterwards recovered.

THE Board of Trade inquiry into the loss of the steamship *Lismore*, of Belfast, while on a voyage from Marseilles to Vera Cruz, has concluded. The vessel ran on the Silver Bank, off San Domingo, and two of the crew were drowned. The captain, Hugh K. Brabazon, was severely censured, but his certificate was not dealt with.

While the British steamer *Oceanic*, from Hong Kong, was entering San Francisco harbour last Wednesday, she ran down the coasting steamer *City of Chester*, outward bound, which was entirely cut through, and sank in five minutes in 50 fathoms of water. At least



34 persons were drowned, including 10 cabin passengers and three of the crew. The remainder were steerage passengers. The *Oceanic* stood by, and saved between 50 and 60. A dense fog prevailed at the time.

MR. HUTCHINSON, third officer of the passenger yacht *Ceylon*, was arrested on Wednesday evening at Gravesend, on information lodged by three of the crew. It was stated that on August 4th, when the yacht was steaming down the Thames near the Minching Light, an altercation took place between Hutchinson and a man named Dickson, a lamp trimmer, and during a scuffle the latter was pushed overboard and drowned. According to the company's officials, Dickson, when ordered to place the lamps in the binnacle, threw them on deck and assumed a fighting attitude, and became abusive, whereupon the third officer put out his hand to push him away, and Dickson staggered against the rail and fell overboard.

NATIONAL SEAMEN'S UNION.—The Executive Committee of this Union have made arrangements for opening a branch at Cardiff. Mr. H. McKendrick is to act as agent for the Bristol Channel ports. Some of our readers may remember that Mr. McKendrick acted as secretary to a branch of the North of England Sailors' and Firemen's Society at North and South Shields, and that he was much admired by the men for his honesty and for the fearless manner in which he advocated their cause. He is described as a capital speaker, and a most energetic worker, and all who know him will hail his appointment with delight. He is now at present serving in the ss. *Vindomora*, and it is expected he will arrive at Cardiff in about three weeks. It is the intention of the Executive Committee to make arrangements for the opening of branches at Liverpool, Glasgow, and London shortly.—A meeting of the Union was held on Tuesday at Sunderland, when the report of the committee with reference to the wages question was submitted, in which it was stated that the men on the Wear had secured an advance of wages, and the Tyne men, through the influence of the branch of the union recently established there, had also gained increased remuneration. One crew who shipped at the port secured £4 per month, while firemen got half-a-crown above that sum.

CRUELTY AT SEA.—An inquest was held at Queenstown, on August 20th, on the body of Peter Williams, A.B., who was discharged from the barque *Thomas J. Stowe*, of Liverpool, Captain Frazer, on August 7th, and died in the Intercepting Hospital, on the 11th, from injuries alleged to have been received aboard ship. Medical evidence was given to show that a post mortem having been made, numerous wounds had been discovered on the body, some of which appeared to have been burns, and one on the back of the head, the immediate cause of death. A pilot and boatman who were on board the barque, deposed to seeing deceased in a pig-house on deck, where the crew stated he had been confined for two months previously. The depositions, which were taken before the Mayor of Liverpool, were forwarded to the Home Secretary, containing statements by several members of the crew. The log-book of the last voyage of the barque from Astoria, Oregon, to Queenstown, was also transmitted. These were to the effect that the deceased was engaged as an able seaman when leaving the United States. He was found not capable of performing his duties, and was accordingly discharged. He showed symptoms of imbecility, and was not able to perform his share of work. His habits were such that the crew refused to permit him to sleep in their quarters, and he was lodged in a sail-room on deck. He received the same meals as the rest of the crew, and the captain being under the impression that he was affected with scurvy, treated him as such. One of the crew, George Gannt, admitted having burnt the deceased with a poker in the lower extremity of the stomach. The statement of all the crew went to show that some days previous to the arrival of the vessel at Queenstown the deceased, while walking on the deck, fell, injuring his head severely.—The jury brought in a verdict in accordance with the medical testimony, and found that owing to the savage and inhuman treatment to which the deceased was subjected during the voyage that a further and most searching inquiry should be instituted by the proper authorities.

## SHIPS SPOKEN.

Camelia, of Bremen, steering westward, August 12th, 45 N 30 45 W ;  
Magnificent, of Liverpool, steering eastward, August 12th, 45 50 N 28 34 W ;  
Sierra Madrona, of Liverpool, steering eastward, August 16th, 25 miles west of the Fastnet—last three per Discoverers, Hughes, at Liverpool.  
Martha Reid, Portland for Bowling, August 14th, 51 N 27 W, per Celtic s, Irving, at Liverpool.  
Barcore, London for Melbourne, August 10th, 29 N 23 W ;  
NFBK (British), August 13th, 41 N 16 W ;  
Professor, Hamburg for Valparaiso, August 14th, 42 N 15 W ;  
Ben Douran, Cardiff for Iquique, August 16th, 49 N 9 W—last four per Clement s, at Liverpool.  
Rangitiki, London for Melbourne, June 11th, 15 N 26 W ;  
Sheffield, Parrsboro' for Barrow, August 16th, 51 N 11 W—last two per Vandeyck s, Fisher, at Liverpool.  
Lucien Valentine, Bordeaux for Guadeloupe, August 15th, 45 N 9 W, per Egyptian s, Shepherd, at Liverpool.  
Vellore, of Liverpool, 46 20 N 8 14 W, per Joseph Arbib s, Hill, at Liverpool.  
Orari, London for Wellington, August 13th, 45 N 8 W ;  
Avonport, Fowey for New York, August 14th, 49 N 6 W—last two per Duke of Cornwall s, at Kingroad.  
Ragnhild, Dantzic for Philadelphia, August 5th, 41 N 68 W, per Ethiopia s, at New York.  
Fortuna, Pillau for New York, August 14th, 56 N 27 W ;  
Uno (Norwegian barque), August 16th, 56 N 10 W—last two per Lake Superior s, Stewart, at Liverpool.  
KDMV (?) (British barque), July 29th, 6 S 33 W ;  
Citana, Concepcion for Falmouth, July 31st, 1 S 30 W ;  
Highland Glen, Cardiff for Java, August 3rd, 10 N 27 W ;  
JCTL (?) (British ship), August 4th, 14 N 26 W ;  
Scottish Fairy, Caleta Buena for Channel, August 15th, 49 N 9 W—last five per Toledo s, Wishart, at Liverpool.  
Agnes Cairns, Swansea for St. John's (NF), July 27th, 43 N 34 W, per Parejero, Thoms, at St. John's, NF.  
City of Montreal, New Orleans for Lisbon, July 29th, in Straits of Florida.  
C F M (English cutter yacht), bound east, August 2nd, 45 N 45 W ;  
George Washington, Hamburg for New York, August 3rd, 42 N 56 W—last two per Serbia s, at New York.  
Eliezer, Hayti for Marseilles, July 31st, lat—lon 68, per Brema s, at New York.  
Linnet, New York for Valparaiso, July 3rd, 9 S 33 W ;  
PGLF (German ship), July 3rd, 9 S 33 W ;  
Josephus, Philadelphia for San Francisco, July 5th, 6 S 33 W ;  
Unicorn, Brunswick for United Kingdom, July 31st, 37 N 72 W—last four per St Paul, at New York.  
Michele A., Pensacola for New York, August 2nd, 26 N 86 W ;  
Elisaf, Pascagoula for Dublin, August 3rd, off Sombrero Lighthouse—last two per El Dorado s, at New York.  
Kinderdyk, Shields for Java, August 13th, nine miles south of Start Point, per Prins Alexander s, at Ynuiden.  
BTLP (English barque), Liverpool for Iquique, July 13th, 8 N 25 W ;  
Marie and Julie, Fredrikstad for Port Natal, July 13th, 8 N 25 W ;  
Ebenezer Parry, Newport for River Plate, July 16th, 11 N 26 W ;  
Deucalion, New York for Monte Video, July 16th, 11 N 26 W ;  
Fritzo (Norwegian barque), bound south, July 16th, 11 N 26 W ;  
Isca, Cardiff to Cape Town, July 16th, 11 N 26 W ;  
JPBD, Cardiff to Pernambuco, July 16th, 11 N 26 W ;  
Santa Rosa, Pisagua to Falmouth, July 20th, 15 N 31 W—last eight per Cambrian Monarch, Williams, at Falmouth.  
Annot Lyle, Liverpool for Rio Janeiro, August 15th, off Bardsey, per tug British King, at Liverpool.  
Kate Burrill, St. John for Londonderry,

August 12th, 49 N 39 W, per Alsaka s, Murray at Liverpool.  
PCBD (?) ship, bound ESE, August 13th, 46 N 8 W, per St. Albans s, Sturrock, at Liverpool.  
PTQS (German barque), Cardiff for Bally Island, June 23rd, 38 S 26 E, per Ifafa, at Natal.  
Atlantic, Swansea, bound S, July 8th, 5 S 31 W ;  
Annie Williams, of Gloucester, steering N, July 18th, 18 N 32 W—last two per Mobile Bay, at Dublin.  
Dristig (Swedish schooner), steering west, August 11th, off East Goodwin, per Aires s, at Hamburg.  
BKTG (?) (German barque), August 11th, 52 N 2 E, per Arceibo s, at Hamburg.  
River Falloch (English ship), steering S, July 25th, 6 S 33 W ;  
Bolgen (Norwegian schooner), steering S, July 25th, 6 S 33 W ;  
Chance (Norwegian schooner), steering S, July 26th, 2 S 31 W ;  
NJGQ (?) (English barque), steering S, July 29th, 9 N 25 W ;  
Constant, Lagos for Hamburg, July 30th, 13 N 24 W—last five per Ceara s, Gottschke, at Lisbon.  
Gazelle, Buenos Ayres for Dunkirk, July 31st, 34 N 40 W, per Athene, at Falmouth.  
Tillie Baker, New York for Melbourne, July 25th, 26 N 37 W, per Valuta, at Falmouth.  
Spirit of the Dawn, bound south, July 3rd, 2 S 27 W, per Alma, at Falmouth.  
Benlarig, Pisagua for Hamburg, June 20th, 42 S 86 W ;  
Paul, Iquique for Wisbech, June 26th, 57 S 67 W ;  
Hercules (Norwegian barque), July 10th, 29 S 34 W ;  
River Ganges, July 15th, 13 S 32 W—last four per Pirat, at Falmouth.  
Woodlark, of Dundee, Portland NE by N 18 miles, per Trekieve s, at Southampton.  
Devon (barque), for Buenos Ayres, July 3rd, 1 N 30 W, per Gulf of Akaba s, at Monte Video.  
Arethusia, Liverpool for San Francisco, July 17th, 32 S 49 W, per Eidsiva, at Monte Video.  
Deutschland (German ship), bound west, August 15th, 50 N 5 W, per Lahn s, at Southampton.  
Raffaele D, of Genoa, July 12th, 10 N 25 W ;  
Kvik, of Brevig, July 14th, 10 N 25 W—last two per Wasa, at Falmouth.  
Rangitiki, London for Melbourne, July 9th, 19 S 38 W, per Dockan, at Rio Grande.  
Bridgewater (American ship), July 19th, 10 N 26 W ;  
Trino (Austrian barque), August 8th, between Cape St Maria and Otranto—last two per Szechenyi s, at Trieste.  
Speedwell, Liverpool for Santos, July 14th, 29 N 26 W ;  
Gartmore, Astoria for Cork, July 18th, 16 N 31 W ;  
Iceberg (ship), bound south, July 20th, 19 N 33 W ;  
Hera, San Francisco for Cork, July 28th, 19 N 33 W ;  
Bedfordshire, Pisagua for Falmouth, July 28th, 19 N 33 W ;  
Abergeldie, Sydney for London, July 30th, 33 N 39 W ;  
Samoa, Astoria for Havre, July 30th, 33 N 39 W—last seven per Edderside, at Dunkirk.  
Camperdown, Cardiff for Singapore, July 12th, 9 N 23 W ;  
Cordillera, Salaverry for Liverpool, July 13th, 9 N 25 W ;  
Abergeldie, Sydney for London, July 24th, 23 N 36 W—last three per Santa Rosa, Thomas, at Queenstown.  
Marie Juliette (French ship), August 14th, 50 N 13 W, per Maine s, at London.  
Harriet (Danish brigantine), steering south, August 9th, 10 N 27 W, per La Plata s, at Southampton.  
Docteur Ollive, Cadiz for St. Pierre (Miq.), August 14th, 43 N 51 W, per La Normandie s, at Havre.  
PRVC (Norwegian barque), Canada for Buenos Ayres, July 7th, 6 N 26 W ;  
HLNF (British ship), steering south, July 8th, 8 N, 25 W—last two per Hera, at Queenstown.  
Imperator, Shields for Iquique, July 27, 1 N 31 W ;  
PTCH (British brig), bound south, July 29th, 7 N 28 W ;  
JBVR (Argentine brig), Cardiff for Monte Video, July 30th, 11 N 27 W ;

WHJB (Norwegian brig), bound south, August 4th, 23 N 20 W—last four per Washington s, at Genoa.

QBMK (Norwegian ship), steering west, August 15th, 56 N 29 W, per Oregon s, Williams, at Liverpool.

HNLQ (Austrian barque), August 17th, 47 N 7 W, per Loanda s, at Liverpool.

Anahuac, Boston for Dunedin, August 6th, 35 N 41 W, per Labrador s, at Havre.

Johannes, New York for Hamburg, August 14th, 52 N 2 E, per Donau s, at Bremen.

Agnes Linck, Barcelona for Quebec, August 2nd, 47 N 13 W, per Khedive s, at Hamburg.

Fairlie, Liverpool for Valparaiso, April 27th, 3 N 23 W, per Narcissus, at Sydney.

Cape Race, Penarth for New Anjer, July 26th, 7 S 27 W.

JVHK ship, bound south, July 28th, on the Line 26 W.

Sigurd Jarl, Cardiff for Rosario, July 30th, 8 N 25 W—last three per Coot s, at London.

Elizabeth Ostle, Philadelphia for Liverpool, August 8th, 42 N 52 W, per Waldensian s, in the Clyde.

Da Capo, New York for Cape Town, July 7th, 11 N 29 W, per Nuova Caterina, at Falmouth.

Kaiser, Cardiff for Singapore, June 18th, 22 S 34 W.

Snakim, Middlesbro' for Melbourne, July 18th, 10 N 26 W—last two per Percy, at Falmouth.

KTNV (?), Clyde for San Francisco, August 8th, 39 N 16 W, per Alba, at Penarth.

RCBG (?), (German barque), August 10th, 47 N 10 W per Eldorado s, at St. Nazaire.

Eudora (four masted ship), steering south, August 15th, 53 N 18 W, per Nestorian s, at London.

TLDG, bound west, August 18th, 50 N 10 W, per Rugia s, at Plymouth.

Julio Teodoro (German barque), bound south, August 10th, 43 N 12 W, per Niko, at Falmouth.

Hipparchus s, steering SW, August 14th, 35 N 15 W.

Chiarina (Italian barque), steering WSW, August 14th, 35 N 15 W.

HLRB (Swedish ship), steering SW, August 14th, 35 N 15 W.

Meath s, steering SW, August 17th, 47 N 7 W—last four per Maskelyne s, at Southampton.

Otto Linck, of Dantzic, bound west, August 14th, 45 N 51 W, per Eider s, at Southampton.

Penthesilea, Rangoon for Cork, July 20th, 5 S 89 E, per Mount Lebanon s, at Perim.

Waipa, of New Zealand, August 13th, 46 N 9 W, per Warwick s, at Liverpool.

Natale Gallino (Italian), July 30th, 10 S 38 W.

Helena, Rio Janeiro for Falmouth, August 3rd, 6 N 32 W.

Svea (Norwegian), bound SSW, August 5th, 15 N 29 W—last three per Ville de Monte Video s, at Havre.

Union (foreign barque), steering south, July 17th, 10 N 27 W.

Sydenham, Pisagua for Falmouth, July 20th, 13 N 30 W.

Santa Rosa, Pisagua for Falmouth, July 27th, 32 N 40 W.

Cosmopolitan, Pisagua for Falmouth, July 31st, 34 N 41 W—last four per Scottish Fairy, at Queenstown.

RNWF (Danish schooner), August 7th, four miles NW of Ingo Island, per Marie Fleuries' Bowen, at Bristol.

Luke Bruze, Liverpool for Brass, July 7th, 10 N 26 W.

Dawpcol, Liverpool for Melbourne, July 7th, 10 N 26 W.

QKST (?) Rio Janeiro for Savona, July 24th, 32 N 37 W.

RGSP (?), bound east, August 6th, 44 N 27 W—last four per Belle of the Niger, Osborne, at Liverpool.

Lady Ruthven, Tellicherry for Havre, July 20th, off the Cape, per Hoghton Tower, at St. Helena.

Avanti, Moulmein for Channel, July 15th, off Cape Agulhas.

Bonne Mere, Calcutta for Demerara, July 16th, 34 S 19 E.

Simeon, Padang for New York, July 25th, 25 S 5 E—last three per Dunelm, at St. Helena.

Carl Both, New York for Stettin, August 12th, 41 N 54 W.

Rhine, New York for Antwerp, August 13th, 43 N 38 W.

Jorgianne and Anna, New York for Falmouth, August 13th, 43 N 47 W.

Bertha, Parrsboro' for Liverpool, August 15th, 47 N 34 W.

Warwickshire, August 18th, 51 N 12 W—last five per British Princess s, Freeth, at Liverpool.

Muncaster Castle, Liverpool for Calcutta, August 16th, 50 N 8 W, per Ocean Belle, at Liverpool.

Maxima, Swansea for Cape Town, July 5th, 0 N 26 W.

Maria Stonemann, Boston for Buenos Ayres, July 8th, 7 N 27 W.

Reliance, Liverpool for San Francisco, July 13th, 11 N 26 W.

Charles S. Whitney, New York for Shanghai, July 19th, 20 N 32 W.

Frithjof, Rio Hache for Cork, August 14th, 50 N 14 W.

Hiawatha, Fleetwood for Bay Verte, August 16th, off the Fastnet—last seven per Aikshaw, at Dublin.

NPWB (Swedish brigantine), August 9th, 11 N 27 W.

Auckland, London for Melbourne, August 9th, 11 N 27 W—last two per La Plata s, at Southampton.

T. J. Palmer, Natal for Barbadoes, June 15th, 35 S 20 E.

Indian Empire, Cardiff for Colombo, July 16th, 1 S 22 W.

Yvonne and Marie, St. Nazaire for Reunion, July 17th, 1 N 23 W.

KLQB, London for San Francisco, July 23rd, 11 N 27 W.

Sierra Pedrola, Liverpool for Diamond Island, July 23rd, 11 N 27 W.

Benan, Rangoon for Channel, July 23rd, 11 N 27 W.

Scottish Glens, Chittagong for London, July 24th, 12 N 26 W.

Tarapaca, Iquique for Dunkirk, August 14th, 50 N 13 W—last eight per Sierra Madrona, Scott, at Liverpool.

Pembroke Castle s, London for Cape, August 12th, 11 N 27 W.

Union s, Southampton for Cape, August 16th, 30 N 16 W—last two per Hawarden Castle s, at Plymouth.

Ethel, Portland for Rosario, August 1st, 38 N 54 W, per Peconic s, at New York.

Aline s, New York for Jeremie, &c., August 5th, 28 N 74 W, per Andes s, at New York.

E. J. Spicer, London for New York, August 1st, 44 N 39 W, per England s, at New York.

Polynesia barque, of Hamburg, steering north, July 7th, 1 N 28 W.

Kentmere, of London, bound north, July 12th, 10 N 25 W.

Clydevale, of Glasgow, steering south, July 13th, 10 N 25 W.

VDCJ (British barque), steering south, July 14th, 11 N 26 W.

Tillie Baker, of New York, for Melbourne, July 25th, 25 N 37 W—last five per Santon, Vaughan, at Queenstown.

Marguerite (French barque), steering east, July 23rd, 7 S 35 W, per Kepler (s), at New York.

Stanley, Buenos Ayres for Cardiff, August 8th, lat 18, lon 31, per Manauense (s), at Havre.

WCRT? (British four-masted iron ship), August 16th, 49 N 8 W, per Ignazio, at Falmouth.

Undine, Newcastle for Iquique, July 2nd, on the Line, 28 W, per Luigi Padre, at Falmouth.

Bangalore, of London; Liverpool for Calcutta, 29 days, July 25th, 6 S 33 W.

Cubana, of London, July 26th, 4 S 31 W.

Snowdrop barque, August 13th, 46 N 9 W.

Melmerly barque, August 13th, 46 N 9 W—last four per Gordon Castle s, in the Tyne.

Sequel (British barque), 4 S 35 W, per Ville de Santos s, at Pernambuco.

KFGT (French four-masted ship), August 14th, 50 N 13 W, per Maine s, Murrell in the Thames.

Kammerherre Schutte, of Horsens, steering west, August 10th, 51 N 13 W, per Jens Nielsen, at Barrow.

Brabant, of Antwerp, August 9th, 41 N 51 W.

Switzerland s, bound west, August 17th, 50 N 9 W—last two per Greece s, Jeffrey, in the Thames.

Ben More, Tyne for Iquique, July 6th, 3 S 28 W.

St Cuthbert, of Liverpool, bound south, July 7th, on the Line, 28 W.

Earl Granville, San Francisco for Hamburg, August 17th, 49 N 10 W—last three per Hilda, at Falmouth.

Valkyrien, Baltic for Algoa Bay, July 22nd, 33 N 19 W.

Frey, Manzanilla for New York, August 6th, 20 miles E S E of Five Fathom Bank Light ship.

Amy Turner, Boston for Honolulu, July 9th, 6 S 33 W.

Pegasus, London for San Francisco, April 30th, 23 S 33 W.

Mikado, Liverpool for San Francisco, May 15th, 32 S 49 W.

NFGB (Dutch barque), Hamburg for Navigators' Island, June 24th, 6 N 21 W, per Gateside, at Capetown.

Remembrance, of Whitby, Archangel for London, August 18th, about 20 miles off Harlepool, by the Iron King, tug, of North Shields.

Ellesmere, English four-masted ship, August 1st, 16 S, 36 W.

Eagle (English schooner), August 4th, 4 S 33 W.

Gitana (English ship), August 7th, 9 N 28 W—last three per Archimede s, at St Vincent CV.

Port Sonachan (British ship), from Rangoon, July 22nd, off Plettenberg Bay, per the Jane Harvey, at Algoa Bay.

Seladon (Norwegian ship), July 26th, off Cape Recife.

Wolsley (British barque), July 26th, off Cape Recife—last two by the Clan Fraser s, at Algoa Bay.

In consequence of the pressure of work at Chatham Dockyard a number of shipwrights have been transferred to that establishment from Sheerness yard, for the purpose of being employed on the armour-plated and other ships building and fitting. During one day about 50 additional labourers were also entered at Chatham Dockyard for temporary service.

CHARLES EDWARD CRIBBINS, smacksman, was charged before the Ramsgate magistrates on August 20th, at the instance of the Inspector of Mercantile Marine, with having, while outside the exclusive fishing limits of the British Islands, cut the nets of the Belgian fishing boat *Mercurius*, of Ostend, without the consent of the master of the same. Mr. Daniel, solicitor, who appeared for the defendant, said the latter desired to be represented by counsel, and it being a special case, it was agreed to adjourn it until October 4th.

THE Board of Trade have received, through the Foreign Office, the undermentioned testimonials which have been awarded by the Emperor of Germany to the master, mate, and three seamen of the *Cato* (s), of Hull, in recognition of their services to the shipwrecked crew of the German schooner *Alfred*, of Papenberg, which was wrecked off the Horn Reef Lightship on April 2nd, 1887:—A gold watch for the master, Captain Andrew White; a marine binocular for the mate, William Bettinson; and a sum of 100 marks to each of the three seamen, C. Gustavsen, H. Pincheon, and H. Tollefsen.

WAGES AND SMUGGLING.—On August 21st, at the Liverpool Police-court, before Mr. Dickinson, deputy-stipendiary magistrate, Benjamin Williams, master of the steamship *Darwen*, was summoned by the second engineer, Robert Mercer, to recover £3815s. 6d. for wages due. Mr. Parkinson appeared for the complainant, and said that the real amount in dispute was £6 15s. 6d., which the defendant charged against the complainant as a fine for smuggling. The defendant, called by Mr. Cameron, who defended him, stated that the *Darwen* sailed from Cardiff on March 16th last for Bombay and other ports. When nearing Marseilles witness gave instructions, in accordance with the practice, that all tobacco on board was to be put in the cabin ready for the French officials 24 hours before reaching port. In spite of this a certain amount of tobacco was found in the complainant's room, and the ship was fined £6 15s. 6d. for smuggling, which he was now asked to pay. Complainant stated that he was told to get the tobacco ready before reaching Marseilles, and no time was specified. He sent the tobacco to the cabin six hours before Marseilles was reached, but the chief steward refused to receive it, on the ground that it was too late according to the captain's orders. Defendant, recalled, said that if any complaint had been made to him about tobacco being refused he could have arranged the matter and prevented the ship being fined. His worship decided that Mercer ought to bear the loss of the £6 15s. 6d., as he had not obeyed the captain's orders.



**HOMEWARD BOUND SHIPS.**

**A**  
 Anton, left Rio Grande July 11 for Falmouth  
 Auguste, left Hong Kong July 7 for Falmouth  
 Admiral Tegethoff, left Bassein April 20 for Channel  
 passed St. Helena prev to Aug 9  
 Arctic Stream, left Rangoon March 19 for Channel  
 passed St. Helena prev to July 31  
 Astoria, left Tacoma for Channel  
 left Port Townsend April 15  
 Antoinette, left Quebec Aug 2 for Hartlepool  
 left Port Said Aug 10 for Liverpool  
 Aconagua, left Callao May 18 for Liverpool  
 left Huanchaco June 10  
 American s, left St. Thomas Aug 6 for Liverpool  
 left Kingston, J, Aug 14  
 Anglo America, clrd at Quebec July 25 for Liverpool  
 Amoor s, left Bangkok July 7 for Liverpool  
 passed Gibraltar Aug 18  
 Annie Park, clrd at Rio Grande July 22 for Liverpool  
 Anselm s, left Para Aug 15 for Liverpool  
 via Lisbon & Havre  
 Adriatic s, left New York Aug 21 for Liverpool  
 Arizona s, left New York Aug 21 for Liverpool  
 Amazona, left Cardenas July 31 for Liverpool  
 Australian s, left Port Eads Aug 9 for Liverpool  
 Arab s, left Algoa Bay Aug 6 for Southampton  
 via Las Palmas  
 Annie Torrey, clrd at Pensacola Aug 3 for Hartlepool  
 Ambriz s, left S W C Africa for Liverpool  
 left Accra Aug 14  
 Actor s, left Aspinwall July 17 for Liverpool  
 via Belize  
 Aboukir Bay, left San Francisco July 25 for Queenstown  
 Atlas, clrd at Newcastle, NB, July 31 for Belfast  
 Austrians, clrd at Darien, Ga, July 21 for Liverpool  
 Arica, left Callao March 6 for Liverpool  
 at Sslavery March 8  
 Ashleigh Brook s, left Napier July 2, for London  
 left Tenerife Aug 19  
 Aorangi s, left Lyttelton prev to July 17 for London  
 left Rio Janeiro Aug 18  
 Arracan s, left Rangoon July 9 for London  
 left Malta Aug 14  
 Antilles s, left Barbadoes Aug 16 for London  
 Assyrian s, left Quebec Aug 15 for London  
 Ajax s, left Shanghai for London  
 left Porin Aug 15  
 Arendia s, left St. George's Sound Aug 18 for London  
 Albatross, clrd at Montreal Aug 4 for London  
 Abercane, left Port Pirie May 1 for Queenstown  
 Argus, left Port Germaine June 1 for Queenstown  
 Armida, left Callao May 3 for London  
 Altmore, left Callao April 23 for London  
 Andola, left Callao May 12 for London  
 Amphitrite, clrd at Singapore June 11 for London  
 left Penang July 25  
 Aston Hall s, left Bombay July 27 for London  
 via Marseilles  
 Avon, left Callao July 7 for London  
 Apolline Emilie, left Valparaiso May 8 for Falmouth  
 Armenta, left Batavia June 6 for Falmouth  
 Anjer June 7  
 Avlona s, left Montreal Aug 16 for Aberdeen  
 Alcides s, left Montreal for Glasgow  
 at Quebec prev to Aug 7, with shaft broken  
 Anchorage s, left New York Aug 13 for Glasgow  
 Acturus, clrd at Akayab April 23 for Channel  
 off Ascension prior to Aug 10  
 Avanti, left Moulmein May 1 for Channel  
 spoken July 15, off Cape Agulhas  
 Artiere Giovanni, left Buenos Ayres July 7 for Falmouth  
 Astrea, left Rosario June 21 for Falmouth  
 Albergo, clrd at Rangoon April 9 for Channel  
 Affezione, left Bassein April 30 for Channel  
 A D Bordes, left Valparaiso May 23 for Channel  
 Agnes Oswald, left Lyttelton July 10 for Channel  
 Aboukir Bay, clrd at San Francisco July 21 for Channel  
 Adelaide Mary, left Iquique June 1 for Channel  
 Anna, clrd at Bassein April 2 for Channel  
 Avoet Savije, left Rangoon March 28 for Channel  
 Aigburth, left Astoria May 15 for Cork  
 Austin Friars s, left Bangkok August 3 for U Kingdom  
 Andra Papa, clrd at Pensacola July 3 for Newport  
 Akroa, left Rangoon March 28 for U Kingdom  
 spoken July 1, 35 S, 22 E  
 Arendia, left New York August 3 for Belfast  
 Arturo, clrd at Pascagoula Aug 7 for Cork  
 Ala, left St. John, July 8 for Dingle  
 Aurora, clrd at Newcastle, NB, June 27 for Dundrum  
 Alexandra, clrd at Parrsboro July 9 for Fleetwood  
 spoken July 2, 46 N, 33 W  
 Afghanistan, left Callao Aug 8 for Hull  
 Aidan s, left Odessa Aug 2 for Hull  
 left Constantinople Aug 4  
 Alastor, left Sarawak Jan 28 for Swansea  
 left St. Helena July 19  
 Antarctic, left Port Nolloth July 14 for Swansea

**B**  
 Brunswick s, left Maranham Aug 13 for Liverpool  
 via Lisbon  
 Biafra s, left Sierra Leone Aug 17 for Liverpool  
 Boromo, clrd at Richibucto Aug 1 for Liverpool  
 Borrowdale, left Portland, O, Aug 16 for Liverpool  
 Britannia s, left Pernambuco Aug 19 for Liverpool  
 Bengal, clrd at Callao Aug 18 for Liverpool  
 Buenaventura s, left St John, NB, Aug 10 for Liverpool  
 Bolan, left Callao April 27 for Liverpool  
 passed St Helena prev to July 31  
 Bulgarian s, left Boston Aug 12 for Liverpool  
 Belair s, left Barbadoes Aug 10 for London  
 Bonanza, clrd at Philadelphia Aug 1 for Hull  
 Bacchus, left San Francisco June 8 for Liverpool  
 British Empire, left Pisagua April 13 for Liverpool  
 Bothwell, left San Francisco June 4 for Liverpool  
 Bruce, left Pensacola July 4 for Liverpool  
 British General, left San Francisco July 21 for Liverpool  
 Bertha, clrd at Parrsboro July 12 for Liverpool  
 Bravo, left Cienfuegos July 6 for London  
 Ballochmyle, left Callao July 21 for London  
 Bulimba s, left Callao July 21 for London  
 British Isles, left Callao Aug 15 for London  
 Borderer s, left Boston Aug 19 for London  
 British Ambassador, left San Francisco Aug 10 for Queenstown  
 Baldur, left Iquique July 18 for Falmouth  
 Barcelona s, left Montreal August 1 for Aberdeen  
 Benan, left Rangoon April 7 for Channel  
 spoken July 23, 11 N, 27 W

Burgemeester Schrorer, clrd at Banjoewangie April 16 for Channel  
 at Algoa Bay July 9 for Channel  
 Bolivia, clrd at Rangoon May 22 for Channel  
 Barranca, left Mauritius June 13 for Channel  
 Bessel, left Minlaoune, S A, June 1 for Channel  
 Beech Holm, left Port Pirie June 15 for Channel  
 Brumhin, left Port Wakefield June 15 for U Kingdom  
 Banfishire, left Wallaroo May 20 for U Kingdom  
 Betsey Gude, left Rio May 27 for Belle Isle  
 Buteshire s, clrd at St. John, NB, Aug 10 for Cardiff  
 Bishop Brun, left Quebec July 9 for Hull  
 Brodrene, left Charleston July 20 for Middlesbro  
 Belle, clrd at Pensacola June 28 for Plymouth  
 Bride, left Table Bay July 1 for Scilly  
 Bonita, clrd at Pensacola June 28 for Troon

**C**  
 Crown of Denmark, clrd at San Francisco July 17 for Liverpool  
 Cuban s, left New Orleans August 2 for Liverpool  
 County of Edinburgh, left Callao June 11 for London  
 City of Quebec, left Narrakal June 30 for London  
 Cambrian Queen, left Punta Lobos April 30 for London  
 Catalana s, left Boston Aug 18 for Liverpool  
 Chancer s, left Monte Video August 10 for Liverpool  
 Caribbean s, left New Orleans August 18 for Liverpool  
 City of New York s, left New York, August 18 for Liverpool  
 Clara, left Barbadoes Aug 4 for Liverpool  
 Cypromene, left Callao April 25 for London  
 left St. Helena July 26  
 Cawdor, left Callao April 28 for London  
 spoken June 1, 15 S, 73 W  
 County of Peebles, left Callao May 30 for London  
 City of Agra s, left Callao Aug 10 for London  
 Capella, clrd at Rangoon April 18 for Channel  
 passed St Helena prev to Aug 9  
 Cambria, left Moulmein April 21 for Channel  
 at Mauritius July 24  
 C Boschetto, left Rangoon April 13 for Channel  
 at Algoa Bay July 13  
 Corinth, left Port Augusta April 29 for U Kingdom  
 passed St. Helena prev to July 13  
 Charlotte A Littlefield, left Brunswick, Ga, July 31 for U Kingdom  
 City of Madrid, left Iquique August 4 for U Kingdom  
 Charlotte and Anne, left Quebec July 10 for Cardiff  
 Clara, left Quebec August 2 for Devonport  
 Casapedia s, left Manila July 1 for London  
 left Suez August 14  
 Congella s, left Natal July 23 for London  
 left Madeira Aug 15  
 City of Callao s, left Callao July 30 for London  
 left Malta Aug 21  
 Clan Matheson s, left Callao July 29 for London  
 left Port Said Aug 22  
 Clan Stuart s, left Madras for London  
 left Suez Aug 18  
 Churchstow, left Cochon May 5 for London  
 left St. Helena July 27  
 Clan Cameron s, left Madras Aug 10 for London  
 left Colombo Aug 16  
 Ching Wo s, left Shanghai for London  
 left Port Said Aug 21  
 Clan Grant s, left Callao for London  
 left Colombo Aug 18  
 Chocolate Girl left Grenada Aug 1 for London  
 Clan Macarthur s, left Callao for London  
 Cuzco s, left Adelaide Aug 22 for London  
 Cumberland, left Astoria April 10 for Hull  
 City of Ottawa s, left Quebec July 13 for Liverpool  
 Corima, left Rosario June 2 for Liverpool  
 Concurrent, left Escomains about July 12 for London  
 Cathcart, left Saigon July 12 for Channel  
 Coventry Hall, left San Francisco March 4 for Liverpool  
 Cordillera, left Callao Feb 21 for Liverpool  
 at Huanacho April 15  
 Candahar, left Callao May 18 for Liverpool  
 Corolla, left San Francisco June 23 for Liverpool  
 Clan Macdonald s, left Bombay July 26 for Liverpool  
 left And August 5  
 Condon, left Cochon March 18 for London  
 via Havre, left St. Helena July 12  
 Circe s, left Quebec Aug 12 for Glasgow  
 Corean s, left Quebec Aug 17 for Glasgow  
 Clan Forbes s, left Bombay for Glasgow  
 left Marseilles Aug 11  
 County of Cardigan, left Akayab March 16 for Channel  
 passed St Helena July 17  
 Cressington, left Melbourne April 16 for Channel  
 Crested Wave, clrd at Aug 8 for Channel  
 Columbus, left Singapore April 5 for London  
 passed New Anjer April 27  
 Centaur, left San Francisco April 13 for Queenstown  
 Clonclair, left San Francisco April 19 for Queenstown  
 Cooleen, left Mauritius April 26 for Queenstown  
 passed St. Helena July 1  
 County of Caernarvon, left Astoria July 17 for Q'town  
 Chasca, left Corinto July 29 for Queenstown  
 Caricoa, left Tocopila May 28 for Falmouth  
 Catherine, left Table Bay May 30 for Falmouth  
 via Ichaboe  
 Clynder, left Columbia River May 22 for Falmouth  
 Ciccar, clrd at Buenos Ayres June 2 for Falmouth  
 Carmelo, left Iquique June 10 for Falmouth  
 Cesira, left Rosario June 13 for Falmouth  
 Concordia, left Rosario June 20 for Falmouth  
 Cadwgan, left Pisagua July 30 for Falmouth  
 Colorado, clrd at Bangor, Me, July 19 for Greenock  
 Concordia, clrd at Rangoon April 9 for Channel  
 Cordelia, left Valparaiso May 25 for Channel  
 Callcutta, left Iquique June 7 for Channel  
 Cochina, left Pisagua July 8 for Channel  
 Citadel, left Bangkok prev to Aug 2 for Channel  
 Chacma, left Port Germaine March 21 for Channel  
 left St Helena July 4  
 Christine, left Mauritius April 6 for Channel  
 City of Canton, left Pisagua May 1 for Channel  
 Celurea, clrd at Savannah Aug 6 for Bristol  
 Caroline, left Belsize July 11 for Fleetwood  
 Cassandra, left Port Augusta March 17 for U Kingdom  
 Coronella, left Port Pirie April 2 for U Kingdom  
 passed St Helena July 12  
 County of Flint, left Port Wakefield Ap 26 for U Kdom  
 Cape Wrath, left Adelaide May 20 for U Kingdom  
 left Port Germaine June 15  
 County of Merioneth, left Astoria June 21 for U K'dom  
 City of Sparta, left Rangoon July for U Kingdom  
 Chittagong s, left Rangoon August 2 for U Kingdom  
 Chepica, clrd at Talcuano June 19 for U Kingdom  
 Cromartyshire, left Callao July 7 for Bristol  
 City of Liverpool left Quebec July 21 for Cardiff  
 Clara Maria, left Port Royal June 25 for Sunderland  
 Carmel, clrd at Pensacola July 10 for Fleetwood  
 Chislehurst, left Redonda July 27 for Gloucester

Cairo s, left Callao Aug 4 for Hull  
 left Galle Aug 14  
 Chatsworth ss, left Maceio July 21 for Hull  
 Carniola, clrd at St John July 10 for Londonderry  
 spoken July 23, 41 N, 55 W  
 Condore, left Fort Morsan May 30 for Newcastle  
 Como, clrd at Richibucto July 27 for Rhyll  
 Caroline, left Savannah Aug 3 for Suttonbridge  
 Cumberland, left Port Nolloth June 19 for Swansea  
 spoken July 27, 8 N, 26 W  
 Ceylon, left Mobile Aug 9 for Sunderland

**D**  
 Delhi s, left Callao for London  
 left Gibraltar Aug 14  
 Dacca s, left Callao Aug 10 for London  
 left Colombo Aug 10  
 Dolbadern Castle, left San Francisco May 6 for Q'town  
 Dilbhur, left Iquique, July 19 for Queenstown  
 Dunnerdale, left San Francisco for Queenstown  
 left Callao, July 12  
 Don Justo, left Portland, Me, Aug 3 for Greenock  
 Delsey, left Caleta Buena May 8 for Channel  
 Durisdeer, left New Caledonia about July for Bowling  
 Duisburg, left Buenos Ayres July 2 for Cardiff  
 Duchess of Edinburgh, left Rangoon April 9 for Liverpool  
 Dr Witte, clrd at Wilmington July 16 for Liverpool  
 Dunelm, left Cochon March 20 for London  
 via Havre Left Tellicherry April 22  
 Duke of Buccleuch s, left Brisbane June 18 for London  
 passed Perim Aug 19  
 Dorothea, left Hong Kong April 2 for London  
 spoken July 17, 35 S, 20 E  
 Denbighshire s, left Shanghai July 23 for London  
 left Suez Aug 17  
 Dorunda s, left Cooktown July 17 for London  
 left Port Said Aug 20  
 Duart Castle s, left Cape Town July 30 for London  
 left Las Palmas Aug 20  
 Duke of Sutherland s, left Brisbane Aug 6 for London  
 left Cooktown Aug 14  
 Denmark s, left New York Aug 15 for London  
 Dunbar Castle s, left Cape Town Aug 11 for London  
 via St Helena, Ascension, and Madeira  
 Dalton s, left New York August 19 for London  
 Dorothy, left Table Bay July 18 for Falmouth  
 via Ichaboe  
 Duke of Argyle, left Iquique Aug 17 for U Kingdom  
 Dictator, clrd at Pensacola July 11 for Middlesborough  
 spoken July 26, 26 N, 85 W  
 Daisy, clrd at Newcastle (NB) June 16 for Newport  
 Duchaburn, left Callao May 17 for London  
 Dunrobin, left New York July 21 for London  
 Duke of Athole, left Sydney May 28 for London  
 Drott, left Rio Grande June 8 for Falmouth  
 Duleep Singh, left Astoria April 13 for Channel  
 Derbyshire, left Bassein June 5 for Channel  
 Dora Ahrens, left Table Bay July 10 for Channel  
 Dundale, left Port Augusta May 10 for U Kingdom  
 Dunloe, clrd at Talcuano June 22 for U Kingdom  
 Drimeltan, left San Francisco May 12 for Hull

**E**  
 Eusemere, left Callao June 6 for London  
 spoken June 17, 5 N, 92 E  
 Emilie, left Trinidad July 3 for London  
 Erycina, left Coquimbo May 18 for Falmouth  
 Earnock, left Adelaide April 24 for U Kingdom  
 left Wallaroo June 14  
 Excelsior, left St. John, NB, July for Liverpool  
 Editor s, clrd at New Orleans July 20 for Liverpool  
 left Newport News Aug 10  
 Elizabeth Ostle, clrd at Philadelphia July 28 for L'pool  
 spoken Aug 8, 42 N, 52 W  
 England s, left New York Aug 16 for Liverpool  
 Erema, left Charlottetown, PEI, for Liverpool  
 Essex s, left Albany May 16 for London  
 left Port Said Aug 16  
 Eden, left Mauritius June 30 for London  
 Emilie, left Bangkok March 10 for Queenstown  
 left St Helena July 30  
 Ednyfed, left Iquique August 2 for Falmouth  
 Europa, clrd at St John, NB, Aug 4 for Clyde  
 Enterprise, left Kingston, J, July 25 for Glasgow  
 Earl Wemyss, left San Francisco May 29 for Queenstown  
 Elginshire s, left Rangoon July 2 for U Kingdom  
 left Suez August 6  
 Earls court, left Columbia River May 2 for Channel  
 Eldenhope, clrd at Rangoon April 30 for Channel  
 Erato, left Paysandu June 7 for Channel  
 Elise, left Mauritius June 1 for Channel  
 East Lothian, left Bassein July 10 for Channel  
 Elsa, left Salina July 19 for Channel  
 Easterhill, left Pisagua May 10 for Channel  
 Eastward, left Rio Grande June 15 for Channel  
 Edinburgh, left Port Pirie March 30 for Channel  
 spoken May 20, 28 S, 44 E  
 Esmeralda, left Rio Grande June 28 for Channel  
 Europa, left Rosario March 23 for Channel  
 Evelyn, left Portland O, May 12 for Channel  
 left Astoria May 13  
 Europa, left Bassein March 27 for Channel  
 Emanuele, left Fray Bentos June 25 for Channel  
 Elise Hoy, left Fray Bentos June 25 for Channel  
 Eda, left Rio Janeiro July 5 for Cardiff  
 Esra, clrd at Wilmington Aug 2 for Hull  
 Erminia, clrd at Quebec Aug 7 for Sunderland  
 Exe s, left Bangkok prev to July 31 for Channel  
 Explorer, left Pisagua May 26 for Channel  
 Ellisif, clrd at Pascagoula July 16 for Dublin  
 Edmund Kaye, clrd at Quebec July 24 for Newcastle  
 Eliza Everett, clrd at Pascagoula July 18 for Hampton  
 Ebba, clrd at Campbellton, NB, July 13 for Sharpness

**F**  
 Floridian s, left New Orleans Aug 14 for Liverpool  
 Fremona s, left Montreal Aug 15 for London  
 Frisia s, clrd at Singapore July 12 for London  
 via Marseilles At Perin Aug 8  
 Falls of Earn, left Callao April 16 for Dundee  
 passed St. Helena prev to July 31  
 Frederica, clrd at New York Aug 3 for Exmouth  
 Fido, clrd at Perth Amboy July 27 for Powey  
 Flora, left Quebec Aug 2 for Hartlepool  
 Fri, left Pughwash July 23 for Newport  
 Fruen, clrd at New York Aug 2 for Sligo  
 Flutshire, left San Francisco April 21 for Liverpool  
 Falls of Clyde, left San Francisco July 31 for Liverpool  
 Fiery Cross, left Port Pirie April 30 for Queenstown  
 Fifeshire, left San Francisco May 22 for Queenstown  
 F S Ciampa, left San Francisco June 29 for Queenstown  
 Fano, clrd at Guayaquil May 8 for Falmouth  
 Forsette, left Cape Haytien May 22 for Falmouth  
 Favorit, left Bassein May 26 for Channel  
 Fanny Minibelli, left B'nos Ayres June 23 for Cardiff

FamigliaS, clrd at Pensacola July 20  
 Fortune, left St. John's, NF, Aug 4  
 Frank, left Quebec July 12  
 Fausto, clrd at Pensacola June 13

## G

Gudrun, left Manila May 14 for Liverpool  
 passed Anjer June 24  
 Glenartney s, left Singapore Aug 10 for London  
 Giuseppina Bertollo, left Akyab March 31 for Channel  
 passed St Helena prev to Aug 9  
 Golden Horn, left Monte Video July 3 for Cardiff  
 passed St Helena prev to July 31  
 Gift, left Frey Bentos June 5 for Channel  
 Glance, left Port Broughton June 21 for Channel  
 Godiva, left Calcutta June 23 for Liverpool  
 Gulf of Mexico s, left Coronel July 23 for Liverpool  
 left Monte Video Aug 17  
 Germanic s, left New York Aug 15 for Liverpool  
 Glespee, left Mobile Aug 9 for London  
 Glencoe s, left Singapore July 21 for Liverpool  
 passed Gibraltar Aug 22  
 Goorkha s, left Calcutta July 21 for London  
 left Malta Aug 21  
 Governor s, left Calcutta July 21 for London  
 left Port Said Aug 14  
 Glenavon s, left Shanghai Aug 16 for London  
 Greenock, clrd at Pensacola July 19 for Liverpool  
 Gyda, clrd at Parrsboro, NS, July 21 for Liverpool  
 Gulf of Suez s, left Callao July 12 for London  
 Glenfruin s, left Manila July 23 for Queenstown  
 Glenearn, left Talcahuano May 7  
 left Valparaiso June 7  
 Garston, left San Francisco June 28 for Queenstown  
 Gers, left Iquique April 10 for Falmouth  
 Grimalde, left Buenos Ayres July 26 for Greenock  
 Gylfe, left Quebec July 3  
 at St John, NF, July 19  
 Glasgow, left Port Augusta May 11 for U Kingdom  
 Gayton, left Pisagua July 2 for U Kingdom  
 Glengarry, clrd at Talcahuano June 19 for U Kingdom  
 Gezusters v Haften, left Sourabaya May 17  
 passed Anjer May 31 for Channel  
 Gio Batta Repetto, left Bassein April 23 for Channel  
 Gulf Stream, clrd at Rangoon May 23 for Channel  
 Glanpadarn, left Moulmein May 21 for Channel  
 Germania, left Pisagua May 22 for Channel  
 Greta, left Adelaide June 15 for Channel  
 Giuseppe Costagiolia, clrd New York July 23 for Plymouth  
 Grantully Castle s, left Cape Town Aug 16 for Q'town  
 via Madeira  
 Golden Horn, left Calcutta March 25 for Dundee  
 left St Helena July 28  
 Gitana, clrd at Talcahuano May 2 for U Kingdom  
 spoken July 4, 31 N, 41 W  
 Gleadowe s, left Coovav Aug 6 for U Kingdom  
 left Norfolk Aug 11  
 G H Wappaus, left Port Pirie Aug 4 for Channel  
 Grace Gibson, left Valparaiso May 25 for Plymouth  
 Gladstone, left Quebec July 14 for Swansea

## H

Hectanooga, left Manila April 13 for Liverpool  
 left St Helena July 28  
 Huzara s, left Bombay August 1 for London  
 left Aden August 18  
 Henzada s, left Bombay ——— for London  
 passed Gibraltar Aug 20  
 Helvetia s, left New York Aug 19 for London  
 Helena, left Rio Janeiro July 19 for Falmouth  
 spoken Aug 3, 6 N, 32 W  
 Hinrich, left Rio Grande July 18 for Falmouth  
 Helene, left Buenos Ayres July 2 for Falmouth  
 Helene, left Corinto June 28 for Channel  
 Hyderabad, left San Diego May 8 for Channel  
 Hindostan, clrd at Savannah July 23 for Bristol  
 Hawkesbury, left Rio Janeiro July 13 for Cardiff  
 Hawfruen, left Halifax Aug 3 for Penarth  
 Hoghton Tower, left Calcutta May 16 for London  
 Hope, left Mauritius May 12 for London  
 off Cape Town June 16  
 Humboldt, left Iquique July 6 for Falmouth  
 Heros, left Buenos Ayres June 23 for Falmouth  
 Highland Home, left Rangoon March 30 for Channel  
 left St Helena July 12  
 Hafren, left Rio Grande June 30 for Channel  
 Harriet, left Rio Grande June 28 for Channel  
 Hero, left Quebec July 2 for Leith  
 Habet, left Halifax July 20 for Menai Bridge  
 Hero, left Frey Bentos July 20 for Channel  
 Hermoine, left Canterbury, NZ, Aug 17 for U Kingdom

## I

Iowa s, left Boston Aug 14 for Liverpool  
 Isula Capri, clrd at Savannah Aug 1 for London  
 India, left Rangoon April 18 for Channel  
 passed St Helena prev to Aug 9  
 Irby, left San Francisco July 13 for Liverpool  
 India s, left New York Aug 18 for Liverpool  
 Inventor s, clrd at New Orleans Aug 10 for Liverpool  
 Ionic s, left Canterbury July 21 for London  
 left Rio Janeiro Aug 14  
 Iberia s, left Adelaide July 23 for London  
 left Suez Aug 17  
 Inanda s, left Port Natal Aug 17 for London  
 left Cape Town Aug 21  
 Ingleside, clrd at St. John, NB, July 25 for Cardiff  
 Ianthe, left Port Nolloth June 16 for Swansea  
 passed St Helena July 3  
 India s, left Calcutta July 1 for London  
 passed Gibraltar Aug 11  
 Ionia s, left Canterbury July 21 for London  
 Iduna, left St Marc (Hayti) Aug 19 for Queenstown  
 Irrawaddy s, left Rangoon Aug 13 for U Kingdom  
 Iona, left Quebec July 18 for Newport  
 Indiana, clrd at Parrsboro July 5 for Whitehaven

## J

Jacob Raners, left Jamaica July 16 for Glasgow  
 Jane Sprott, left Adelaide May 2 for Channel  
 at Callao July 20, damaged  
 James L Harway, left Montreal July 25 for Bristol  
 James B Jordan, clrd at New York July 30 for Belfast  
 Jorgiane and Anne, clrd at New York Aug 1 for Falmouth  
 spoken Aug 13, 43 N, 47 W  
 Joseph Haydn, left Singapore May 21 for Liverpool  
 passed Anjer June 9  
 J H Ramien, left Punta Arenas June 26 for Falmouth  
 Johan, left Gualeguay May 20 for Channel  
 J C Wams, left Adelaide May 8 for U Kingdom  
 left Port Germein May 28

Jessie Renwick, left Moulmain July 11 for U Kingdom  
 Jamaica, left Noumea June 30 for Bowling  
 Jens Nielsen, clrd at Halifax July 19 for Barrow  
 Jane Fairlie, left Mauritius June 26 for Crok  
 Johann Wilhelm, clrd at Brunswick July 16 for Grangemouth  
 for Newport  
 Josva, left Monte Video July 18 for Newport  
 Jona, left Quebec July 18 for Channel

## K

Kalliope, left Pensacola July 3 for Liverpool  
 Kate Thomas, left Akyab April 14 for Channel  
 passed St Helena prev to Aug 8  
 Kistna, left Calcutta July 11 for Hull  
 Kong Carl, left Bathurst, NB, July 7 for Sharpness  
 Kong Oscar, clrd at Parrsboro, NS, July 21 for Liverpool  
 for London  
 Kong Sverre, left Savannah July 23 for Channel  
 Kenilworth, left Port Pirie May 14 for Channel  
 spoken July 1, 34 S 23 E  
 Kildonan, left Iquique May 30 for Channel  
 Kansas s, left Boston Aug 21 for Liverpool  
 Karamania s, left Calcutta Aug 4 for London  
 left Colombo Aug 15  
 Khedive s, left Shanghai ——— for London  
 left Aden Aug 22  
 Kongsbyrd, left Algoa Bay July 16 for London  
 Kepler s, left New York Aug 19 for London  
 Kalliope, left Rangoon April 13 for Channel  
 King Cenric, left Portland, O, ——— for Channel  
 left Astoria July 4  
 Killeen, left San Francisco July 13 for Liverpool  
 Kong Oscar II, clrd at Parrsboro, NS, July 14 for Liverpool  
 for U Kingdom  
 Kinfauus, left Portland, O, April 30 for U Kingdom  
 Kinclune, left Port Pirie May 16 for Sharpness  
 Kilbrannan, left Calcutta June 24 for Cardiff  
 Kambira, left Rio July 4  
 Karl Hindric, clrd at Black River, J, July 22 for Goole  
 Kaja, clrd at Quebec June 30 for Great Yarmouth  
 Kate Burrill, clrd at St. John, NB, July 21 for L'derry  
 spoken Aug 12, 49 N, 39 W

## L

Loch Broom, left Saigon June 7 for Liverpool  
 passed Anjer June 30  
 Lake Superior s, left Quebec Aug 7 for Liverpool  
 Lake Nepigon s, left Quebec Aug 15 for Liverpool  
 Lord Canning, left Calcutta May 10 for London  
 passed St Helena prev to July 31  
 Lilla, left Cebu May 21 for Channel  
 passed Anjer June 24  
 Lady Cairns, left Portland, O, April spoken May 8, 27 N, 129 W for Cork  
 Lord Dufferin, left Calcutta July 11 for Hull  
 Linnea, left Quebec Aug 2 for Wexford  
 Loch Carron, left Calcutta April 14 for London  
 Loch Shiel, left Melbourne May 16 for London  
 Lodestar, left Calcutta, April 29 for London  
 Lady Ruthven, left Tellicherry May 17 for London  
 Loch Marce s, left Nardmalang Aug 16 for Dundee  
 Lowther Castle, left Calcutta April 15 passed St Helena prev to Aug 9 for Glasgow  
 Louise, clrd at Halifax Aug 10 for London  
 Lochce, left Calcutta July 13 for London  
 Lord Cairns, left San Francisco June 7 for Queenstown  
 Loreto, left Buenos Ayres July 23 for Falmouth  
 La Querida, clrd at Talcahuano May 25 for U Kingdom  
 Lindores Abbey, left Astoria April 30 for U Kingdom  
 Loch Ave, left Adelaide June 22 for U Kingdom  
 Lanarkshire, left Lyttelton, NZ, June 13 for Channel  
 Loch Katrine, left Melbourne June 8 for Channel  
 Lepanto, clrd at Rangoon May 28 for Channel  
 Linda, left Bangkok July 11 for Channel  
 Largo Bay, left Lyttelton July 21 for Channel  
 Lord of the Isles, left Iquique May 18 for Channel  
 Lisa, left Bangkok March 2 for Cardiff  
 left Port Elizabeth June 8  
 Lord Warwick s, left Baltimore Aug 12 for Londonderry

## M

Maiden City, left Portland, O, ——— for Channel  
 spoken July 13, 33 N, 127 W  
 Mary, left Rio Grande July 23 for Liverpool  
 Magellan s, left Rio Janeiro August 3 for Liverpool  
 via Bordeaux — Left St Vincent Aug 12 for London  
 Mabel Taylor, left Hong Kong April 8 passed St Helena prev to July 31 for London  
 Marie Paredi, clrd at Darien July 10 for London  
 Mette Johanne, left Bahia July 7 for London  
 Maggie M, clrd at St John, NB, Aug 2 for Queenstown  
 Marana s, left Calcutta July 2 for Liverpool  
 left Malta August 17  
 Marcia s, left Manila July 20 for Liverpool  
 left Galle August 16  
 Manauense s, left Para July 3 for Liverpool  
 via Havre — Left Lisbon Aug 15 for Liverpool  
 Mandingo s, left Lagos Aug 11 for London  
 left Sierra Leone Aug 22  
 Murciano s, left Quebec Aug 11 for London  
 Manora s, left Calcutta Aug 15 for London  
 left Madras Aug 20  
 Monmouthshire s, left Shanghai ——— for London  
 left Perim Aug 13  
 Marie, clrd at Trinidad July 17 for Queenstown  
 Mary Graham, clrd at Apalachicola June 28, spoken Aug 7, 50 N, 31 W I for Greenock  
 Melpomene, left Akyab March 20 for Channel  
 left St Helena July 4  
 Menai, left Port Broughton May 12 for Channel  
 Morayshire, left Port Wakefield July 12 for Channel  
 Moray, left Laguna July 6 for Channel  
 Mandalay, clrd at Talcahuano June 13 for U Kingdom  
 Maria Lauretta, clrd at Chatham, NB, July 12 for Cardiff  
 Mistley Hall, left Calcutta May 22 for Hull  
 passed St Helena prev to Aug 9  
 Minnie J Elkin, clrd at St John, NB, July 30 for Penarth  
 Mangalore, left Adelaide May 22 for Liverpool  
 Magnificent, left Quebec July 17 for Liverpool  
 Marti Codolar, left Timaru May 5 for London  
 Merionethshire s, left Shanghai July 22 for London  
 Mooltan s, left Calcutta July 26 for London  
 Murrumbidgee s, left Adelaide July 29 for London  
 Morna, left San Francisco April 14 for Channel  
 Montgomeryshire, clrd at Rangoon May 1 for Channel  
 M B Kohrsch, left Rangoon May 11 for Channel  
 Maria, left Tuyu June 9 for U Kingdom  
 Mirella, clrd at Port Pirie May 7 for U Kingdom  
 Mersey, left Port Augusta March 31 for U Kingdom  
 Mountain Laurel, left Adelaide June 13 for U Kingdom

Mary Low, left Astoria June 13 for U Kingdom  
 Milliades, left San Francisco April 12 for Cork  
 Matterhorn, left Calcutta June 13 for Hull  
 Marquis of Worcester, clrd at Port Nolloth June 1 for Swansea  
 passed Ascension June 27 for Ardrrossan  
 Mary, left Bangor, Me, June 26 for Ardrrossan  
 Martha Reid, clrd at Portland, Me, July 26 for Bowling  
 Morning Star, clrd at Demerara July 9 for Bristol  
 spoken Aug 9, 48 N, 21 W  
 Mona, left Rangoon April 13 for Cork  
 spoken July 19, 17 S, 5 W  
 Marcello de Mari, left Indian Cove May 21 for Cardiff  
 Manitoaba, clrd at Brunswick Aug 4 for Carnarvon  
 Martha, left Quebec July 9 for Grangemouth  
 Mercurius, left Rosario June 1 for Plymouth  
 Moselle s, left Barbadoes Aug 20 for Southampton  
 Mosca, clrd at Pensacola Aug 9 for Sharpness

## N

Nathaniel, left Northport, NS, July 28 for Liverpool  
 Newman Hall, left Bassein April 23 for Queenstown  
 left St Helena July 20  
 Nautik, left Tehantepec June 8 for Channel  
 Notre Dame de la Garde, left Beachport, SA, June 4 for Channel  
 Nyanza s, left Bangkok June 29 for Channel  
 left Malta Aug 12  
 Nagpore, left Iquique Aug 8 for Channel  
 Natuna, left Astoria July 27 for United Kingdom  
 Niobe, left Singapore Aug 17 for Liverpool  
 Nixe, clrd at Singapore April 18 for Liverpool  
 passed Anjer May 17  
 Norden, left Mauritius June 28 for Liverpool  
 Nuovo Stella, clrd at Rangoon March 27 for Channel  
 Northern Monarch, left Port Augusta May 2 for U K'dom  
 Norman, left Newcastle NB, Aug 17 for Belfast  
 Nellie s, left St. John June 24 for Ballyshannon  
 Nord America, clrd at New York July 27 for Lynn

## O

Ossian s, left Manila June 4 for London  
 left Perim Aug 12  
 Oceania, left Tahiti April 17 for Liverpool  
 Ormuz s, left Adelaide Aug 6 for Liverpool  
 left Albany Aug 9  
 Ormen, left Northport NS, Aug 5 for Liverpool  
 Orient, left Cochín Feb 25 for London  
 left Mauritius July 11  
 O S Southard, left Columbia River July 11 for U K'dom  
 Orealla, left Calcutta May 22 for Liverpool  
 Oakhurst, clrd Talcahuano at May 12 for U Kingdom  
 Oregon, left Talcahuano July 14 for Queenstown  
 Osklands, left South Australia July 3 for Channel  
 Oenone, left Calcutta May 11 for London  
 left St Helena July 19  
 Oamaru, left Auckland ——— for London  
 left Wellington June 27  
 Orestess, left Shanghai ——— for London  
 left Suez Aug 17  
 Orchemene, clrd at San Francisco Aug 10 for Q'ntown  
 Otage, left Canterbury, NZ, July 17 for U Kingdom  
 Oscar, left Halifax Aug 2 for Barrow  
 Oscar den II, left St John July 8 for Barrow  
 Ontario s, left Quebec Aug 4 for Bristol  
 Oscar, left Quebec July 12 for Belfast  
 Osanna, clrd at New York July 21 for Exmouth

## P

Pedro, clrd at Miramichi July 20 for Liverpool  
 Potosi s, left Coronel Aug 11 for Liverpool  
 via Marseilles, left Perim, Aug 7  
 Pekin s, left Colombo July 26 for London  
 Port Augusta s, left Newcastle NSW June 12 for London  
 passed Gibraltar Aug 16  
 Palinurus s, left Shanghai ——— for London  
 passed Gibraltar Aug 19  
 Pisco, left Sourabaya May 7 for U Kingdom  
 passed St Helena prev to Aug 9  
 Port Victor s, left Penang Aug 20 for London  
 via Marseilles  
 Pluto, left Iquique May 30 for Channel  
 Priorhill, left Lyttelton July 19 for Channel  
 Paramatta, clrd at Quebec July 28 for Cardiff  
 Peiho, left Mauritius June 18 for Liverpool  
 Petitcodiac, clrd at Hillsboro July 14 for Falmouth  
 Pandora, left Buenos Ayres May 29 for Falmouth  
 Pioneer, left Pisagua June 5 for U Kingdom  
 Peri, left Port Germein May 1 for U Kingdom  
 Papa, left Apia April 4 for Channel  
 Penthesilea, clrd at Rangoon May 30 for Channel  
 Port Fairy s, left Sydney ——— for London  
 left Colombo July 20  
 P G Blanchard, clrd at New York July 23 for Stettin  
 Principality, clrd at Rangoon April 19 for Channel  
 spoken June 9, 28 S, 50 E  
 Peppina, left Frey Bentos June 9 for Cork  
 spoken July 20, 5 S, long 89 E  
 Petrel, left Halifax June 28 for Llanely  
 Prince Albert, left Sapelo Sound July 1 for Queenborough  
 Perpetua, clrd at Darien July 11 for Yarmouth, Nor

## R

Rufford Hall s, left Kurrachee Aug 12 for Liverpool  
 via Marseilles — Passed Perim Aug 19 for Liverpool  
 Rubens s, left River Plate ——— for Liverpool  
 left St Vincent Aug 17  
 Rydal Water s, left River Plate Aug 20 for Liverpool  
 Rio, left Mauritius June 12 for London  
 at St Helena July 21  
 Rome s, left King George's Sound Aug 3 for London  
 left Aden Aug 20  
 Runer, left Cienfuegos July 10 for London  
 left Trinidad July 23  
 Ravenna s, left Calcutta Aug — for London  
 left Port Said Aug 22  
 Royal Visitor, left Quebec Aug 1 for Liverpool  
 R Morrow, left Madras June 10 for London  
 left Calingapatam July 6  
 Rimutaka s, left Lyttelton, NZ, Aug 11 for London  
 River Thames, left Port Pirie March 20 for Queenstown  
 passed St Helena July 6  
 Razeto, left Buenos Ayres July 6 for Falmouth  
 Rahane, left Francisco July 30 for U Kingdom  
 Rescue, left Rio Grande July 21 for Falmouth  
 Rewa, left Port Victor March 18 for Channel  
 at Mauritius Aug 5  
 Roscrana, left Astoria July 26 for Channel  
 Redgumdet, left Port Pirie March 30 for Channel  
 passed St Helena July 2  
 Resolute, clrd at Quebec July 26 for Dublin  
 Regulus, left Bangkok March 21 for Channel  
 passed New Anjer April 23  
 Raven, clrd at Laguna July 6 for Channel  
 Rudolph Josephy, left Lyttelton prev to June 26 for Channel



[illegible]

Theodor Ruger, left Hong Kong March 16 for London  
passed St. Helena July 7

Theodor Fischer, left Philadelphia July 24 for London

Thiorna, left Singapore June 4 for London  
passed Anjer June 21

Tarapaca, left Iquique May 2 for Channel  
spoken July 6, 2 N, 27 W

Turkistan, left Bangkok August 3 for Channel

Terzo, left Quebec July 21 for Greenock

Thurland Castle, left Astoria May 13 for U Kingdom

Teresa Aceame, left Rangoon March 20 for Cork

Tower Hill s, left New York Aug 18 for London

Thomas Bell, clrd at San Francisco Aug 9 for Q'town

To Vennor left St. Lucia July 21 for U Kingdom

Terpsichore, clrd at Pascagoula July 30 for Belfast

Toivo, left Monte Video May 22 for Cardiff

Tillid, left Halifax July 17 for Llanelly

Tartar s, left Cape Town August 8 for Southampton  
left Madeira Aug 22

Tare, clrd at Pensacola July 23 for Swansea

Tynron, left Natal — for Liverpool  
left Mauritius June 20

**U**

Umbria s, left New York Aug 13 for Liverpool

Urania, left Akyab March 27 for Falmouth  
left St. Helena July 9

Unicorn, left Brunswick, Ga, July 17 for Channel

Ulrica, left Calcutta July 13 for London

Ursula, left Bassein May 3 for Channel

Unione, left Buenos Ayres June 12 for Cardiff

**V**

Victoria, left Brunswick, Ga July 31 for Liverpool

Victoria s, left Melbourne July 13 for London  
left Brindisi Aug 14

Valb Royal, clrd at Falmouth, July 31 for London

Valborg, left Bahia June 19 for Falmouth

Vanse, left Black River, J, July 16 for Falmouth

Vignay, left Buenos Ayres June 27 for Falmouth

Violet, left Rio Grande June 8 for Channel

Volunteer, left Rio Grande June 28 for Channel

Veritas, clrd at St. John, N.B, July 25 for Dublin

Vancouver, left Quebec July 28 for Dublin

Valborg, left Quebec July 30 for Plymouth

Vingolf, left Port Natal June 9 for London

Ventura, left San Francisco May 24 for Queenstown

Venezian, clrd at Rangoon May 15 for Greenock

Victoria Bay, left Port Augusta May 3 for U Kingdom

Volonta di Dio, clrd at Rangoon June 29 for Channel

Vallejo, clrd at Talcahuano May 3 for U Kingdom

Valparaiso, left nitrate port Aug 5 for Channel

Vanadis, clrd at Pensacola July 10 for Fleetwood

Vedova R, clrd at Pensacola July 12 for West Hartlepool

**W**

Wyoming s, left New York Aug 14 for Liverpool

Wega, left Bangkok March 4 for Channel  
left Port Elizabeth July 2

Woosung, left Tehuantepec Jan 20 for Channel  
left Bahia July 21

Woodfield, left Monte Video July 6 for Cardiff

Westgate, left Calcutta July 15 for Hull

Woolton, left San Francisco July 17 for Liverpool

W. H. Corsar, clrd at Pensacola July 19 for Liverpool

Wanlock, left Tuticorin July 7 for Falmouth

Worsley Hall s, left Kurrachee Aug 9 for Liverpool  
via Marseilles

Wave Queen, left Barbadoes July 31 for Liverpool

Werneth Hall s, left Bombay Aug 15 for Liverpool  
via Marseilles

Wayfarer, clrd at Musquah, N.B, Aug 6 for Liverpool

Waldensian s, left Philadelphia Aug 2 for Glasgow  
passed Delaware Breakwater Aug 3

Westland, left Canterbury, N.Z, Aug 17 for U Kingdom

Windhover, left Astoria Aug 3 for U Kingdom

**Y**

Yeoman s, left Adelaide June 25 for London  
left Suez August 6

**Z**

Zippora, left Akyab May 1 for Channel  
passed St. Helena July 29

Zolette, clrd at Quebec July 12 for Leith

Zadok, left Port Germain March 21 for Channel  
spoken May 24, 17 S, 25 W

Zoe, left Callao May 8 for Liverpool  
via Payta

Zemindar, left Calcutta July 23 for Liverpool

Zebina Goudely, clrd at Mobile June 25 for Southampton

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## OUTWARD BOUND.

The following Ships will Sail :—  
FROM LONDON.

To.	Ship.	Captain.	Size.	Dock.
Algoa Bay—Annie Main,	Black, B,	499,	SWID	
Auckland—Waitangi,	Leeman, B,	1124,	SWID	
Aalborg—Senator,	Anderson, D,	98,	Gibb's Wh	
Adelaide—Sussex,	Malcomb, B,	1305,	SWID	
Adelaide—Theophane,	Nelson, B,	1519,	SWID	
Barbadoes—Avon (s),	Milner, r,	1417,	VD	
Bermuda—Lizzie R.	Wilce, Beale, B,	155,	WID	
Bermuda—Sir G. F.	Seymour, Hollis, B,	267,	WID	
Boston—Milanese (s),	Trinick, B,	1635,	VD	
Bushire, &c—Malek (s),	Croft, B,	1054,	VD	
Brisbane—Jumna (s),	Burkitt, B,	3377,	RAD	
Berbec, &c—Nonpareil (s),	Boniface, B,	1058,	WID	
Bombay, &c—Sutlej (s),	Worcester, B,	2144,	RAD	
Buenos Ayres—Sirius	Holm, N,	343,	WID	
Cape Town—Francesca	T, Martinolich, 1111,	SWID		
Calcutta—Bann,	Cutting, B,	1667,	EID	
Cadiz, &c—Cadiz (s),	Drummond, B,	903,	LD	
Cadiz, &c—Malaga (s),	Russell, B,	1023,	LD	
Calcutta, &c—India (s),	Day, B,	2634,	RAD	
Cape Town, &c—Garth	Castle (s), Jeffries, B,	2381,	LD	
Christiania—Albano (s),	Dowse, B,	691,	MD	
Calcutta, &c—Chusan (s),	Nantes, B,	2656,	RAD	
Canterbury—Wellington,	Cowan, B,	1247,	EID	
Demerara, &c—Godiva (s),	Smith, B,	827,	WID	
Dantzic—Henri	Evelina, Levisage, F,	136,	LD	
Dunkirk—Sir Robert	Peel (s), Harlock, B,	238,		
				Fennings' Wh
East London—Ida,	Tornberg, N,	502,	SWID	
East London—Mennock,	Chalmers, B,	786,	EID	
Gothenburg—Bele (s),	Eriesson, Sw,	850,	MD	
Halifax, &c—Hunda (s),	Rooper, B,	1161,	VD	
Halifax—Mackay-Bennett	(s), Le Fanu, B,	1013,	VD	
Hong Kong—Eme,	Summers, B,	774,	LD	
Hobart, &c—Arawa (s),	Stuart, B,	3268,	RAD	
Hobart, &c—Crummock	Water, White, R,	905,	RAD	

Ship Captain. Size. Dock  
 Ibrail, &c—Chleiona (s), Whale, B, 1123, MD  
 Konigsberg, &c—Kasan (s), Thomsen, D, 716, MD  
 La Guayra—Mary Elizabeth, Popham, B, 177 SCD  
 Madagascarc—Lady Milne, Bonneville, B, 304, WID  
 Marseilles, &c—Manche (s), Cauvin, F, 1499, RAD  
 Mauritius—Lady Douglas, Keen, B, 594, SWID  
 Melbourne—Kentmere, Tickle, B, 2457, VD  
 Melbourne—Eurasia, Parkes, B, 1825, SWID  
 Melbourne—Ivanhoe, George, B, 1383, SWID  
 Melbourne—Emily Chaplin, Harris, B, 733, SWID  
 Melbourne—Orissa, Quaille, B, 1119, SWID  
 Melbourne—Rossdhu, Fleming, B, 1321, EID  
 Melbourne—Sobraon, Elmslie, B, 2131, SWID  
 Melbourne—Scottish Lochs, Bryde, B, 2573, SWID  
 Mogadore, &c—Mequinez (s), Hay, B, 791, ST KD  
 Napier—Waimea, Pottinger, B, 818, SWID  
 New York—Dunrobin, Travis, B, 1375, Folly house Buoy  
 New York—Greece (s), Jeffrey, B, 2712, RAD  
 New York—Wilhelm Birkelal, Stangebye, N, 829, SCD  
 New York—Canada (s), Robinson, B, 2709, RAD  
 New York—Larnica, Boyd, B, 1458, Northfleet  
 New York—Subra, Knudsen, N, 562, Northfleet  
 New York—Nimble Smith, N, 1222, Thameshaven  
 Odessa, &c—Moonhen (s), Dobson, B, 1184, RVD  
 Odessa, &c—Orchis (s), King B, 1138 MD  
 Otago—Canterbury, M'Millan, B, 1245, EID  
 Philadelphia—Armonia, Massi, I, 955, Greenhithe  
 Palermo, &c—Miranda (s), Keys, B, 736, LD  
 Para—Sophie & Nicoline, Michelsen, N, 243, WID  
 Philadelphia—Martha Cobb, Crosby, Am, 1249, MD  
 Port Natal—Brodnere, Baumann, D, 215, LD  
 Port Natal—Gazelle, Munro, B, 336, LD  
 Palermo, &c—Raven (s), Taylor, B, 1070, SWID  
 Philadelphia, &c—Maine (s), Griffiths, B, 1833, TD  
 Punta Arenas—Anita, Brunel, B, 328, KD  
 Quebec, &c—Nestorian (s), France, B, 1749, RAD  
 Rangoon—Schiehallion (s), Hill, B, 1041, VD  
 Riga—Leo (s), Belding, B, 710, MD  
 Rosario—Carlos, —, 247, VD, Gamman  
 Rosario—Ophir, Jarewich, AS, 206, LD  
 St. John's (NF)—Sparkling Gance, Haynes, B, 159, LD  
 St. John's, &c—Nepaul (s), Cole, B, 1975, RAD  
 St. Petersburg—Viatica (s), Cole, B, 565, MD  
 Shanghai, &c—Glenfinlas (s), Ferguson, B, 1432, SWID  
 Shanghai, &c—Lancaster, B, 1535, RAD  
 Stettin—Stettia (s), Albrecht, G, 471, MD  
 Stockholm, &c—Nautilus (s), Svinhufvud, SW, 721, MD  
 Sydney—Abergeldie, Leslie, B, 1152, SWID  
 Sydney—Lucknow, Lidstone, B, 1440, SWID  
 Sydney—Tythons, Lambert, B, 1153, EID, Green & Co  
 Sydney, &c—Austral (s), Ruthven, B, 3271, TD  
 Sydney, &c—Gulf of Corcovado (s), Warden, B, 1482, RVD  
 Sydney, &c—Paramatta (s), Murray, B, 2696, RAD  
 Sydney—Eleanor Margaret, Fishwick, B, 2327, SWID  
 Sydney—Khersonese, Sleightholm, B, 1710, EID  
 Sydney—Micronesia, Greig, B, 1579, SWID  
 Sydney, &c—Ballarat (s), Ashdown, B, 2679, RAD  
 Sydney—Macquarie, Goddard, B, 1867, EID  
 Sydney—Shenir, Stirling, B, 1173, EID  
 Sydney, &c—Britannia (s), Murray, B, 3145, RAD  
 Trinidad, &c—Godalming (s), Sheklys, B, 831, LD  
 Townsville—Glencomy, Jones, B, 426, EID  
 Valencia, &c—Bilbao (s), Almendral, S, 370, MD  
 Valparaiso—West Australian, Thomas, B, 600, LD  
 Wellington—Invercargill, Muir, B, 1246, EID  
 Wassa—Fuglen, Hansen, D, 219, WID

Houder Bros & Co  
 EID, Green & Co  
 Anderson & Co  
 Warden, B, 1482, RVD

FROM LIVERPOOL.  
 Alexandria, &c—Arcadia (s), 1221, Dobson, WeID  
 Adelaide—Castle Holme, 996, Bryce, WpgD  
 Astoria, &c—Archer, 764, Dawson, WD  
 Adelaide—Glengharg, 658, Rolleston, CngD  
 Africa (WC)—Loanda (s), 898, Murray, CngD  
 Africa (WC)—Nubia (s), 1235, Davis, CobD  
 Bahia—Saga (s), 499, Williams, CanD  
 Bay Verte—Jorgen Lorentzen, 583, Vessel, BbkD  
 Bombay—Kirby Hall (s), 1750, Pearce, MphD  
 Bahia—Halley (s), 1210, Hlto, HknD  
 Bay Verte—Aftenstjernen, 506, Hansen, GtnD  
 Buenos Ayres—Acti, 709, Andersen, GtnD  
 Buenos Ayres—Elena, 790, Gerber, StD  
 Buenos Ayres—Joseph, 687, Wroldsen, PD  
 Baltimore—Baltimore, 2458, Trenten, AlxD  
 Barbadoes, &c—Counsellor (s), 1455, Lang, BD  
 Boston—Norseman (s), 2875, Morris, AlxD  
 Boston—Venetian (s), 2732, Trant, AlxD  
 Brisbane—Loch Doon, 786, Bridle, SD  
 Buenos Ayres—Giuseppe, 983, Lauro, PD  
 Buenos Ayres—Louis (late City of Aberdeen), 569, Cornlissen, PD  
 Calcutta—Roumania (s), 2207, Hillcoat, MphD  
 Calcutta, &c—Clan Buchanan (s), 1912, Millar, MphD  
 Cape Town—Cwm Dwnn, 571, Watkins, GtnD  
 Ceara—Ocean Racer, 202, White, GtnD  
 Colon, &c—Haytian (s), 1489, Coward, SdnD  
 Constantinople, &c—Trinidad (s), 1228, M'Nay, HknD  
 Calcutta—Ailsa, 1061, Allen, PD  
 Coronel, &c—Pacifique (s), 2294, Le Breton, HarD  
 Calcutta—Parthenope, 1563, Heald, Bkd D  
 Calcutta—Star of France, 1560, Wilson, BkdD  
 Callao—Phonozia, 764, Brane, Bkld  
 Constantinople, &c—Pharos (s), 1448, Willard, HknD  
 Coimbo, &c—Beeddale, 792, —, SD  
 Demerara—Orion, 588, Bergersen, EID  
 Flume, &c—Erie (s), 1345, Shepherd, HknD  
 Flensburg—Munroe (s), 397, Plummer, GtnD  
 Genoa—Darwin (s), 1679, Williams, HemD  
 Genoa, &c—Secolo, 1906, Oneto, TxD  
 Gibraltar—Erling, 113, Odland, GD  
 Grand Pabos—Erat, 543, Jansen, GtnD  
 Harbour Grace—Violet, 148, Shapland, GD  
 Halifax—Doone, 338, Folkidsen, GtnD  
 Havana, &c—Pedro (s), 763, Garteiz, HknD  
 Higo, &c—Regal (s), 1636, Davies, MphD  
 Iquique—Moltke, 827, Crantz, WD  
 Iquique—Pendragon, 1277, Billeit, BMD  
 Japan, &c—Cyclops ( ), 1403, Nish, BkdD  
 Lisbon, &c—Lisbon (s), 416, M'Nab, HknD  
 Lima—Hertha, 416, Gjerdelsen, GtnD  
 Lima—Aranco, 572, Blatchford, PD  
 Montevideo, &c—Montevidean (s), 2008, Main, AlxD  
 Melbourne, &c—Carlisle, 1120, Arendrup  
 Malta, &c.—Fabian (s), 1474, Hamblin, HknD  
 Manila, &c.—Reina Mercedes (s), 2006, Ugarte, Ltnd  
 Mazagan—Swordfish, 139, Evans, EID  
 Montevideo, &c—Bismarck (s), Walters, WeID  
 Montevideo, &c—Toledo, 1896, Wishart, HknD  
 New Orleans—Discoverer (s), 1456, Hughes, HarD  
 New York—Alaska (s), 3553, Murray, AlxD  
 New York—Bothnia (s), Dutton, AlxD  
 New York—City of Richmond (s), 3957, Redford, AlxD

To Ship. Size. Captain. Dock.  
 New York—Record, 1722, Forbes, AlxD  
 New York—Servia (s), 3971, M'Kay, AlxD  
 New York—Stamboul, 1248, Caon, CanD  
 Palermo, &c—Genoese (s), 719, Varwell, Wld  
 Philadelphia—British Princess (s), 2553, Freeth, LtnD  
 Philadelphia—Indiana (s), 1935, Boggs, HarD  
 Pernambuco, &c—Sculptor (s), 893, Adshedd, BD  
 Portland (O), &c—City of Carlisle, 823, M'Kechnie, SD  
 Port Natal—Troubadour, 295, Gahrs, PD  
 Quebec—Reciprocity, 1409, Jones, CanD  
 Quebec—Ruby, 878, Morris, GtnD  
 Quebec, &c—Circassian (s), 2355, Barrett, AlxD  
 Quebec, &c—Lake Superior (s), 2965, Stewart, AlxD  
 Rio Grande—Mary, 173, Junger, GtnD  
 Rio Janeiro—Bessie Hamilton, 241, Olsen, CanD  
 Rio Janeiro, &c—Horrox (s), 1091, Rendle, StD  
 Rio Janeiro, &c—Humboldt (s), 1059, Grimes, CanD  
 Rosario, &c—Cuvier (s), 1496, Blair, Wld  
 Rosario, &c—Siddons (s), 1927, Brown, WD  
 Riachuelo—Marie and Kate, 418, Lass, CngD  
 San Francisco—Olga, 1340, Thetzel, PD  
 Seville, &c—Zurbaran (s), 562, Goiri, QD  
 San Francisco—Charles Cotsworth, 1031, Kitchen, SD  
 San Francisco—City of Florence, 1199, Leask, SD  
 Santander, &c—Elena (s), 412, Aguirre, CobD  
 Santos—Gilead, 431, Olsen, PD  
 Quebec, &c—Oregon (s), 2407, Williams, AlxD  
 Rangoon—Fortunata Catterina, 890, Govi, Bbk D  
 Rissoer—Lesseps, 364, Pedersen, QD  
 Rosario—Jumbo, 346, Welch, QD  
 Rosario, &c—Mozart (s), 1303, Spratley, HknD  
 St John (NB)—Einar Tambarsjeller, 1145, Christoffer-son BbkD  
 St John (NB)—Neptun, 609, Johannesen, CanD  
 St John's (NF), &c—Lilian, 149, May, GJ Job Bros  
 Shanghai, &c—Hector (s), 1539, Bait, BkD  
 Sydney—Cashmere, 1245, Thompson, QD  
 Santander, &c—Nina (s), 534, Gartz, CobD  
 Shanghai, &c—Telamon (s), 1555, Jackson, BkD  
 Stockholm, &c—Edith Hough (s), 492, Foley, B-MD  
 Sundswall—Dagny, 549, Gjertsen, CrsD  
 Tarragona, &c—Lope de Vega (s), 548, Soto  
 Tarragona, &c—Ter (s), 666, Nieto, CobD  
 Tarragona, &c—Juana (s), 757, Gastanaga, CobD  
 Talcahuano—Gallovidian, 399, Price, PD  
 Tarragona, &c—Elvira (s), 677, Aspurn, CobD  
 Tarragona, &c—Rita (s), 578, Arrospé, CobD  
 Victoria, &c—T S Stowe, 685, Fraser, SD  
 Valparaiso—Cape Clear, 552, Norman, SD  
 Valparaiso—Aberystwith Castle, 1055, Harries, B-MD  
 Valparaiso, &c—Sorata (s), 2604, Brown, MphD  
 Vera Cruz—Garibaldi, 303, Tallaksen, GtnD  
 Wellington, &c—Jesse Readmann, 961, Gibson, PD  
 Wyburg—Harald Haarfager, 532, Laurentzen, GtnD  
 Wyburg—J H Schwensen, 375, Gjermundsen, GtnD  
 Wyburg—Kreon, 447, Jensen, CanD

## FROM GLASGOW.

Adelaide—Amy, 994, Crouch.  
 Bombay, &c—Cien Munros (s), 1437, Miller  
 Brisbane—Linthgowshire, 1357, Stott  
 Dunedin—Helen Denny, 723, James  
 Guayaquil—Musca, 699, Oltmann  
 Havana, &c—Fort William (s), —, —  
 Higo, &c—Kobe Maru (s), 1358, —  
 Jamaica—William Coulman (s), 366, —  
 Kurrachee, &c—Cuba (s), 1372, Hoseason  
 Mauritius—Giuseppe Accame, 472, —  
 Melbourne—Loch Etive, 1235, Stewart  
 Melbourne—Loch Shiel, 1218, Radford  
 Melbourne—Tinto Hill, 2066, Hall  
 Montevideo, &c—Canadian (s), 1869, Kerr  
 Rangoon—Tenasserim (s), 1755, Pagan  
 San Francisco—Fung Fui, 1000, Newell  
 Sydney—Pass of Balmaha, 1500, Hay  
 Sydney, &c—Bateshire, 1900, M'Gibbon  
 Valparaiso—Esmeralda, 730, Blair, Cree  
 Valparaiso, &c—Liddesdale (s), 2000, —  
 Victoria (BC)—Islander (s), 1600, Robertson

## FROM CARDIFF.

Algoa Bay—William Duthie, 953, Gillen  
 Alexandria—Rossend Castle (s), 1,136, Stranghaw  
 Ancona—Aludra (s), 966, Rice  
 Antibes—Armido, 127, Cornillet  
 Acapulco—Indiana, 1413, Morrison  
 Bahia—Fremtiden, 383, — Tellefsen  
 Bahia, or Pernambuco—Theis Lundegard, 461, Reinertsen  
 Batavia—Orpheus, 1,461, Young  
 Bombay—Indiana (s), 2,337, Burkitt  
 Bombay—Asama (s), 2449, —  
 Bombay—Glenorchy, 2148  
 Bombay—Merioneth, 1366  
 Buenos Ayres—Ceres, 515, Jorgensen Jones  
 Buenos Ayres—Chippewa, 1072, Lynch  
 Buenos Ayres—Galileo S, 617  
 Buenos Ayres—Gurli, 721, Tellefsen  
 Buenos Ayres—N S del Sacro Cuore de Gesu, 543  
 Buenos Ayres—Pellegrino, 444, Oneto  
 Buenos Ayres—Alfredo, 411, Di Guidi  
 Buenos Ayres—Fidelta, 623, Fasce  
 Buenos Ayres—Gio Battista O, 438, Ollvari  
 Buenos Ayres—Ole Smith Ploug, 651, Amundsen  
 Buenos Ayres—Union, 483, Staallham  
 Cape Town—Alba, 302, Sanguinette  
 Cape Town—Urania, 1287, Sorensen  
 Cape Verdes—Glengoil (s), 1933, Holman, Lindsay  
 Cape Verdes—Matthew Bedlington (s), 1455, Stainbridge  
 Cape Verdes—Thomas Turnbull (s), 1332, Sheath  
 Colombo—Alladin, 1640, Shand, Gray  
 Colombo—Glanivor, 1684, Thomas, Barnes  
 Corunna—Aurora, 122, Stephany  
 Cadiz—Ganger Roli, 396, —  
 Cape Town—Carl, 1009, Monard  
 Corunna—Somirania, 149, Rio  
 Cronstadt—Eclipse (s), 1046, Wood, Hardy  
 Colombo—Pengwern, 1573, Davies  
 Campana—Immanuelle, 460, Ribe  
 Cape Town—Cardiff, 1064, Haggia  
 Ensenada—Victor, 63, Jensen  
 Frey Bentos—Gricket, 320, Cranch  
 Fernando Po—Mary, 292, Davidson  
 Genoa—Gabalva (s), 1691, Coleman  
 Genoa—Bretwalda (s), 1901, Carpenter  
 Genoa—Fortunata R (s), 2317, Contardi  
 Genoa—Halcyon (s), 1020, Smith  
 Gibraltar—C E Wood (s), 702, Hunter  
 Huelva—Corso (s), 693, Thomas  
 Iquique—King Alfred, 1048, Etherford  
 Iquique—Ben Macdhui, 1109, Dodd  
 Lisbon—Zayda, 199, Fishpool

To Ship. Size. Captain.  
 Labrador—Fitzclarence (s), 584, Glunie  
 Marseilles—Bempton (s), 1306, Turner  
 Mauritius—Regent Murray, 818, Routledge  
 Montevideo—Chrysolite, 1311  
 Montevideo—Mary Stewart, 1071  
 Montevideo—Star of India, 1010  
 Montevideo—Adelaide, 596, Basso  
 Montevideo—Undine, 796, Coboovich  
 Montevideo—Prince Rupert, 11686, Maglay  
 Montevideo—Marietta Brailli, 920, Krelich  
 Montevideo—Volturno, 571, —  
 Odessa—Resolven (s), 1103, Kidd  
 Odessa—St Mark (s), 1097, Smith, Foster  
 Odessa, &c—Lauderdale (s), 1133, —  
 Panama—Abbotsford, 1173, Olsgrén  
 Panama—Alpheus Marshall, 1096, —  
 Para—Arbutus, 398, Bight  
 Para—Dux, 381, — Tellefsen  
 Palma (Majorca)—Anibal, 331, —  
 Port Pirie—Algoa Bay, 1111, —  
 Panama—Argosy, 1061, Craigen  
 Punta Lara—Dora Ann, 588, Lloyd  
 Rio Janeiro—Anna, 919, Hansen  
 Rio Janeiro—Minnie Swift, 1150, Liswell  
 Rosario—Hornet, 407, Macdonald  
 Rio Janeiro—Leopold von Vangerow, 1086, —  
 Rio Janeiro—Magdala, 1172, Pettersen  
 Rio Janeiro—Thekla, 1479, Hansen  
 Rio Janeiro—Toivo, 944, Torgensen  
 Panama—Demarcia, 469, Schiaffino  
 Pernambuco—Rose of Devon, 387, Dawe  
 Port Mahon—Francica de Vila, 426, —  
 Port Said—Hathersgate (s), 1085, Dennis  
 Rangoon—Port Yarrow, 1317, Peattie  
 Rio Janeiro—Kambira, 1952, Brownell  
 Rio Janeiro—Superior, 1359, Perkins  
 Rosario—Filippo, 425, Criscuolo  
 Rosario—Stella Matutina, 291, Lavagna  
 St. Catherine's—Palestine, 233, Williams  
 St. Vincent—Alson, 588, —  
 St. Vincent—Trabant, 380  
 San Francisco—Ferdinand Fischer, 1725, Kruse  
 Santa Cruz—Beignon (s), 868 R. id  
 Singapore—Leona, 598, Drago  
 Singapore—Smidt, 1672, Gardes  
 Singapore—Fedele Armora, 1295, Lamberti  
 Singapore—Hedwig, 808, Warnken  
 Singapore—Madeleine Rickmers, 1276, Dirks  
 Singapore—Schiaffino, Padre, 773, Schiaffino  
 St. Michael's—Beresford (s), 1114, Howell  
 Seville—Thames (s), 296, Johnson  
 Singapore—Fidia D, 749, Pagliano  
 Singapore—Giudetta D, 799, Doderò  
 Singapore—Liguri, 744, Sarzani  
 Singapore—Richard Rickmers, 1345, Bruhn  
 Sundswall—Magnus, 532, —  
 Tripoli—Maria Lauretta, 449  
 Tarragona, Luz, 306, —  
 Tarragona—Rosa, 325, Llorens  
 Teneriffe—Gwalia (s), 877, Mead  
 Trinidad—Suzerain, 393, Williams  
 Tucacas—Edgar, 436, Snebeler  
 Venice—Cymrodorion (s), 1151, Evans

## FROM HULL.

Alexandria—Eros (s), 1203, Hicken  
 Buenos Ayres—Carmelina, 871, Olivari  
 Christiania, &c—Bollo (s), 1056, Pepper  
 Constat—Hilda, 361, Larsen, Haagensen.  
 Dantzic—Tiger (s), 510, North  
 Demerara—Nonpareil (s), 1055, Boniface  
 Gefle—Vulcan, 373, Lenander  
 Gothenburg—Orlando (s), 1031, Watson  
 Harnas—Bertha, 456, Kruse  
 Konigsberg, &c—Leda (s), 779, Bartlett  
 Pisagua—Thalia, 1060, Stolp  
 Revel—Hope (s), 1245, Usher  
 Riga—Gitano (s), 997, W. od  
 St Petersburg—Sultana (s), 1288, Leighton  
 Venice, &c—Rosario (s), 1221, Brown.

## FROM NEWCASTLE.

Alexandria—St Olaf (s), 1263, Eriksen  
 Alexandria—Excelsior (s), 1201, Cornforth  
 Fredrikstad—Insulaneren, 217  
 Hadersleben—Wemyss Castle, 106, —  
 Iquique—Okeia, 685, Nissen  
 Java—Catharina, 1014, Bond  
 Ronne—Marie Sophie, 87, Rasmussen  
 Rostock—Wolf (s), 393, Brown  
 Santos—Skudensnaes, 451, Eliassen

## FROM NEWPORT.

Ancona—Lady St Germans (s), 927, Gorley  
 Bahia—Latona, 544, Garsen  
 Bahia—Solid, 493, Arentsen  
 Barcelona—Cergo (s), 1000, Ward  
 Bilbao—Redbrook (s), 717, Williams  
 Brindisi—Collina (s), 1068, Bell  
 Brindisi—Lady Lyett (s), 1198, Grantham  
 Buenos Ayres—Alku, 797, Wallen  
 Buenos Ayres—Hallamshire (s), 573, Breckon  
 Buenos Ayres—Lindemans, 534, Mathias  
 Buenos Ayres—Flora, 742, Halvetsen  
 Buenos Ayres—Margherita, 498, Trapani  
 Buenos Ayres—Verena, 418, Nielsen  
 Cape Verdes—Atlantic 465, Jager  
 Castro—Sailor Prince (s), 824, Hannah  
 Dakar—Rialto, 438, Jorgensen  
 Ensenada—Famiglia E, 556, Morchio  
 Figueira—Squirrel, 98, Edwards  
 Francois (Mart)—Georgesville, 294, Aguesse  
 Genoa—Secolo (s), 1906, Onetti  
 Gibraltar—Clytha (s), 518, Irwin  
 Gibraltar—Marie Fleurie (s), 323, Young  
 La Trinidad (WD)—Excelsior, 451, Longobardo  
 Martinique—Marie Kuyper, 361, Mans  
 Marseilles—Janie (s), 1172, M Donall  
 Naples—San Gaetano, 411, Mazella  
 Patras—Tyr, 395, Wulf  
 Patras, &c—Granville (s), 831, Farrant  
 Paysandu—Ocean Spray, 252, Pearn  
 Pireus—Spyridon Yagliano (s), 1111, Cambitzi  
 Porto Empedocle—Lestris (s), 678, Worsup  
 Rosario—Emma Parker, 498, Larsen  
 Rosario—Pacific, 388, Davies  
 Rosario—Roma, 495, Tonnesen  
 Smyrna—Fitzroy (s), 1064, Sandison  
 Sulina and Galatz—Cavilla (s), 913, Webster

## FROM SUNDERLAND.

Aarhus—Betty, 125, Thode  
 Copenhagen—Christiansborg (s), 842, Schuitz

To Ship. Size.  
 Constantinople—George Heaton (s), 1428, —  
 Dram—Theodora, 170, Lankmark  
 Falkenberg—Stromstadt, 210, —  
 Malta—Mexico (s), 857, —  
 Melbourne—Coozee (s), 285, —  
 Odense—Elvina, 152, Corneliessen  
 Port Pirie—Panmure, 1506, Hughes, Anderson  
 Riga—Norma, 357, Busch  
 Riga—Olga, 211, —  
 St. Petersburg—Kama (s), 582, —  
 Skien—Hakon Adelsteen, 217, Anderson  
 Stralsund—Altair, 70, Fietz  
 Swinemunde—Stanley (s), 685, Storm

## FROM SWANSEA.

Buenos Ayres—Elisette, 363  
 Buenos Ayres—Dogali, 676, Carlo  
 Catania—Antonia Casabona, 540, —  
 Lisbon—Rinuichen, 298, Panke  
 Malmo—Scandia, 333, Olsen  
 Maranham—Mustang, 350, Birkeland  
 Oran—Alassio (s), 811, Brand  
 Paysandu—Nipote, 403, —  
 Simon's Bay—Powhattan, 349, Oats  
 Singapore—Angelica Accame, 662, Niggi

THE platers' helpers at Messrs. Priestman's ship-yard, Southwick, have struck for an advance of 1s. 6d. per week on the present rate of wages.

A DESPATCH from Santiago de Cuba announces the arrival there, on board an English war vessel, of General Salomon, the deposed President of Hayti.

MR. HENRY RICHARD, M.P., so well known as an advocate of peace and international arbitration, died suddenly last Tuesday at Treborth, Bangor, in his 76th year.

It is now stated that Herr Robert Sloman, jun., is at the head of the syndicate which proposes to establish a new line of steamers from Hamburg to Australia, to which we recently alluded.

ON the arrival of the steamer *Elbe* from Hamburg at Grangemouth, the Customs authorities seized 91lb. of tobacco and 51lb. cigars belonging to William Casper, carpenter of the vessel.

IN consequence of a convention concluded with the Italian Government, Genoa will replace Marseilles as the port of call of the steamers of the Nederlands Company in their voyages between Holland and Dutch India.

AT Newport Charles Mawer, master of the steamer *Minnie Irvine*, 1,077 tons burthen, for allowing the steamer to be loaded at Bilbao so as to submerge the centre of the Plimsoll disc, was fined £5 and costs.

THE shipbuilding works of Messrs. Harland and Wolff, Belfast, were closed last Tuesday, in consequence of the boiler-makers, to the number of 300, having struck work. The lock-out throws 5,000 persons out of employment.

FROM Rio Janeiro it is reported that Captain Slocum, with his wife and two sons, left for the United States in a small boat called the *Liberdade*, 44ft. long and two feet draft, on the 19th. The boat was built by Captain Slocum and his eldest son.

THE screw steamer *Wolf*, of Liverpool, arrived in the Tyne from Bordeaux, reports that while one of the crew, named A. Henderson, was engaged fastening a rope to a buoy he overbalanced himself, fell into the water, and before assistance could reach him he was drowned. He was aged 24, and belonged to Norway.

SHERIFF SPENS presided at a Board of Trade inquiry in Glasgow into the circumstances attending the loss of the fishing smack *Euphemia* through a collision with the *St. Kilda* at the entrance to Lochfyne, on July 17th. The court held that a good look-out had not been kept on board the *St. Kilda* by the mate, but, considering the promptitude shown in rescuing the men in the water, it was not thought necessary to deal with his certificate.

ABOUT 1,000 ironworkers employed in various shipbuilding yards in Aberdeen have struck work.

AT Hull the shipbuilding trade has naturally benefited by the firmly-established rise in freights, and is earning better prices for work. It is stated that Messrs. Wilson, the great shipowners there, have just issued orders for half-a-dozen new boats. During the present year the shipbuilding trade in Dundee has been gradually improving, until at present it is brisker than it has been for some years. All the yards are open, and a large number of men are employed. Just now there are seven vessels of large tonnage in the course of construction or arranged for, and divided amongst the four shipbuilding firms. At Leith it is stated that owing to the briskness of the shipbuilding trade there is a scarcity of men.



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